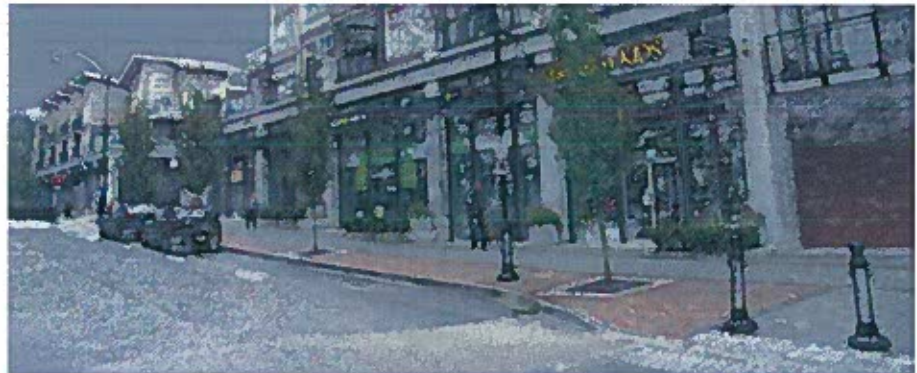




*Approval Stamp*

## MOUNT PLEASANT BLOCK PLAN 51-2 ALLOA GREEN COMMUNITY

### Community Design Guidelines (CDG) Document



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CITY OF BRAMPTON

JUNE 26, 2014

MOUNT PLEASANT BLOCK PLAN 51-2  
City File #P20.BP51-2  
Final Submission

## Disclaimer:

The text and images contained in this document reflect a conceptual representation of the intended vision and character of the proposed development within this block plan area. These guidelines incorporate current City standards, or approved alternative design standards (ADS's), as applicable, at the time of approval of this document. Final designs for block plan elements such as parks, streetscapes, gateway features, pathways, bridges, street lighting, street signs, road cross-sections, utility locations, fencing and associated construction standards etc., may change over time. Changes may be permitted, subject to City approval, due to amendments to City standards, changes in technology, safety and/or construction codes, changes necessitated by the availability of identified materials or modifications to maintenance practices, etc.

In addition, the built form/architectural guidelines depicted in this document are for the use of the original residential developer(s)/builder(s). Subsequent homeowners are encouraged to abide by these guidelines should any alteration be contemplated to the exterior of the dwelling as originally approved, and that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

In this regard, the material represented in this document should not be construed or interpreted literally. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community without the expressed approval of the City of Brampton.

For further information or questions pertaining to the document or this disclaimer, the reader is encouraged to contact the Engineering and Development Services Division.



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- 3 SPINE ROAD STREET SECTIONS
- 4 SPINE ROAD STREET SECTIONS

## Additional Notes On The Block Plan

Land owners / applicants intending to pursue development of their Draft Plans of Subdivision shall be aware of the following two notes, which the City will implement should it deem necessary:

1. Note 1 of the approved Block Plan dated June 28, 2013 indicates that the land uses, features and community infrastructure on the approved block plan may be revised through the final approval of future development applications. In this respect, if appropriate and subject to further internal discussions, the block plan could be revised through the filing of future subdivision applications on the non-participatory landowners' holdings.
2. Landowners located in Area 51-2 who submit a draft plan of subdivision for their lands, will develop their lands in accordance with the requirements of the approved Mount Pleasant 51-2 Community Design Guidelines, and also based on City comments that may not have been addressed or shown on the approved Block Plan. In this regard, landowners are advised to consult with the City on what changes to the draft plan may be required by the City.



# 1

## CONFORMITY TO COMMUNITY DESIGN / SECONDARY PLAN PROCESS

### 1.1 Purpose of the Document

Mount Pleasant Community Block Plan 51-2 is a proposed community development located in North West Brampton and is the second of two block plan areas, the first being Block Plan 51-1 (approved June 3, 2011), which comprise the Mount Pleasant Secondary Plan Area 51.

The Mount Pleasant Block Plan 51-2 Community Design Guidelines (CDG) Document is submitted as a component of the Block Plan approval process. It provides design direction for the implementation of the vision and intent identified and approved at the Secondary Plan stage. It serves as a supplement to the City of Brampton's 'parent' design guidelines document, the Development Design Guidelines (DDG's), and represents a more detailed refinement of the adopted Secondary Plan.

The CDG focuses on the physical design of the community, with particular references to major Structuring Elements, including the Natural Heritage System (NHS) / channel alignment, major road network, the E-W Spine Road, trails and pathways, mixed-use nodes, neighbourhoods, parks and open space, stormwater management ponds, commercial blocks, institutional lands and cultural heritage resources. The document describes and details how Special Character Areas form the focal locations within Mount Pleasant and define neighbourhoods, including the identification and demonstration of mixed-use nodes and the E-W Spine Road. Additionally, it will prescribe landscape and built-form guidelines and principles for these Special Character Areas, including related non-standard elements. As well, landscape guidelines and built-form guidelines have been developed to address other significant design components of the community.

The CDG is intended to provide a set of standards for the development of a sustainable community designed in accordance with the principles of a transit-oriented development, distinct from the traditional suburban neighbourhoods found within Brampton and the Greater Toronto Area. It will emphasize and detail the integral components that will help create an innovative urban, walkable, transit friendly environment with mixed-uses, a variety of housing types and densities, including low, medium and higher densities, within the context of protected natural heritage features.

The structure and content of these guidelines are intended to reflect the adopted Terms of Reference for Community Design Guidelines Document (CDG) created through the 2009 City of Brampton/BILD Development Process Review Project. As well, it should be noted that the Block Plan 51-1 and individual Draft Plans of Subdivision filed on behalf of the participating landowners are meant to be processed and approved as a comprehensive package.



2

## 1.2 Study Area

The Mount Pleasant Secondary Plan (Area 51) consists of approximately 2,091 acres (846 hectares) of land that is designated as part of the North West Brampton Urban Development Area in the City of Brampton. The Phase 2 Mount Pleasant Block Plan (Block Plan 51-2), consisting of approximately 800 ac. (324 ha.), forms the east-west portion of the community at the northern extent and is bounded by the following -

- Creditview Road to the west;
- Mayfield Road to the north;
- McLaughlin Road to the east;
- Wanless Road to the south

Block 51-1 is located to the west and south of Block Plan 51-2. Immediately to the south of Block Plan 51-2 is the existing Fletcher's Meadow Secondary Plan (Area 44), consisting primarily of low-density residential, and beyond the southern-most section of Block Plan 51-1 is the Mount Pleasant Village (MPV) neighbourhood, which is part of Fletcher's Meadow. South-west of the Village area is the planned future District Commercial Centre, which forms part of Block Plan 51-1, comprising employment lands, commercial use, office and higher density residential.

The emerging community is situated in the vicinity of the existing Mount Pleasant GO Station, which, apart from providing convenient and accessible public transit options, serves as the focus and anchor for integrated residential, retail, civic and cultural uses.

From a regional context, the City of Brampton is impacted by the planning policies and growth targets of the surrounding municipalities, consisting of Mississauga, Caledon, the Town of Halton Hills, Vaughan and Toronto. Toronto and Mississauga are fully urbanized communities and Vaughan is quickly evolving into a similarly predominant urban environment. Caledon and the Town of Halton Hills remain largely rural in character with existing service centres such as Bolton, Caledon East and Mayfield West. The growth rate for Caledon and the Town of Halton Hills is expected to be significantly less than Brampton with respect to the growth targets established for the Greater Golden Horseshoe area.



Fig. 1.2a - Regional Context Map.



## Local Context Map

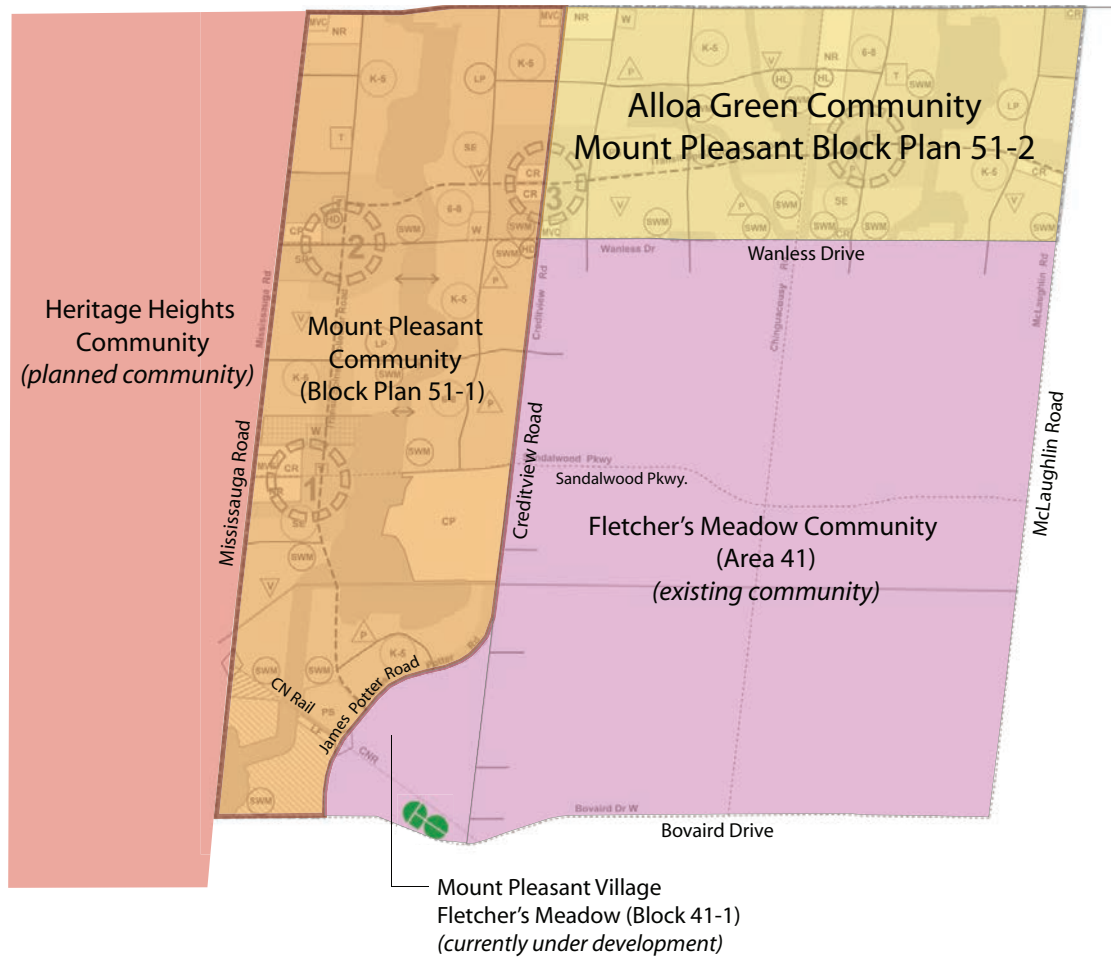


Fig. 1.2b - Local Context Map.

## 1.3 Community Design Vision / Principles

Mount Pleasant will be designed and developed as a sustainable community in accordance with the principles of a Transit-Oriented Development, distinct from the traditional suburban developments found within Brampton and the Greater Toronto Area. It will emphasize and establish those elements that will help create an innovative, pedestrian friendly, transit-oriented community with mixed-uses, a variety of housing types and densities and a priority on creating, preserving and enhancing the Natural Heritage System. In this context, a set of design principles were drafted at the outset of the Secondary Plan process in 2006 that have guided the development process and provided the building blocks for the formation of the approved Community Framework Plan. The proposed Block Plan 51-2 continues to adhere to these principles and derives its fundamental structure from the Community Framework Plan. These are illustrated in the following figures.

### MOUNT PLEASANT COMMUNITY NORTH WEST BRAMPTON COMMUNITY DESIGN PRINCIPLES

April 28, 2011

#### NEW:

- Mixed-Use Nodes along corridors
- Mixed-Use Urban Nodes with Open Space or Built Form as focus
- Mixed-Use Nodes defined by 'urban' streetscape treatment

#### FRAMEWORK

- Protect and Enhance Natural/Heritage Features
- Transit Oriented Design - TOD
- Urban Core
- Connectivity
- Green Space and Natural Features as Focus
- Variety of Land Use / Mixed Use
- Defined Neighbourhoods, Edges, Centres, Corridors
- Hierarchy of Roads Balancing Function and Urban Design
- Centrally Located Amenities / Intensity of Uses in Key Areas / Corridors

#### ADD:

- Low-Impact Development
- Sustainability (i.e. Stormwater Management Facilities)
- Transit Oriented Design (TOD) - GO Station, Local Transit Service, Local Road Pattern, etc.
- Places to Grow
- Higher Densities
- Strengthen Westerly Connections
- Strengthen Northerly Connections (to Caledon)
- Mixed-Use Nodes

#### FABRIC - NEIGHBOURHOOD STRUCTURE

- Pedestrian-scaled neighbourhoods
  - Walkable (400-metre walking radius)
  - Interconnected street/block pattern (modified grid)
  - Range of block lengths
  - Multiple connections
- A patterned community with discernible edges, gateways, centres, and corridors
- Accessibility to optional modes of transit
- Built form and architecture support structure
- Commercial and civic buildings reinforce mixed-use centres / urban core and major corridors

#### FABRIC - OPEN SPACE SYSTEM/NATURAL SYSTEM

- Hierarchy of open space (Urban Places, Parks, Natural Areas)
- Open space element as focus for each neighbourhood
- Preserve and incorporate 'heritage' buildings where appropriate (within parks, public spaces, neighbourhood / village centres)
- Linked open space that maximizes 'Green Coastline' system and includes trains and bikeways
- Scenic vistas are reinforced / enhanced
- Protect Woodlands
- Preserve and enhance natural habitat and 'Crittter Corridors'
- Maintain wildlife corridors and wetland meadows as natural habitat

#### FABRIC - LAND USE AND BUILT FORM

- Concentration of higher densities in key locations - neighbourhoods, urban core, TOD and major corridors
- Variety of housing densities and forms
- Variety of building typologies and styles to reinforce attractive, animated street zone
- Variety of live/work opportunities
- Compact form in key areas (centres and corridors)
- Provide new residential for changing lifestyles

#### Detailed Block Planning:

- Setbacks
- Garages
- Key lots
- Building elements

#### FABRIC - STREET ZONE

- Streets designed for people
- Human scale street right-of-ways, pavement width
- Coordination of elements within the public realm
- Building/street relationship
- Variety of building typologies and styles to reinforce attractive, animated street zone
- Crime Prevention Through Environmental Design (CPTED)
  - Concepts of "Territorial Reinforcement" include front porches that create a transitional area between the street and the home
  - Active pedestrian streetlife and building orientation adds 'eyes on the street' to strengthen citizens' sense of security
  - Sense of Community motivates residents to work together to improve neighbourhood appearance and deter criminals
  - Safe sightlines are maintained at all intersections

#### FABRIC - TRANSPORTATION

- Inter-connectivity of streets to adjacent communities (Framework)
- Intra-connectivity of streets within the community and its parts
- Balance street transportation function with pedestrian street zone and land use
- Establish hierarchy of roadways and transportation as well as urban design function
- Transit supportive roads / transit corridor(s)
  - Explore range of street right-of-ways and cross sections in tandem with urban design / land use considerations
  - Address on-street parking

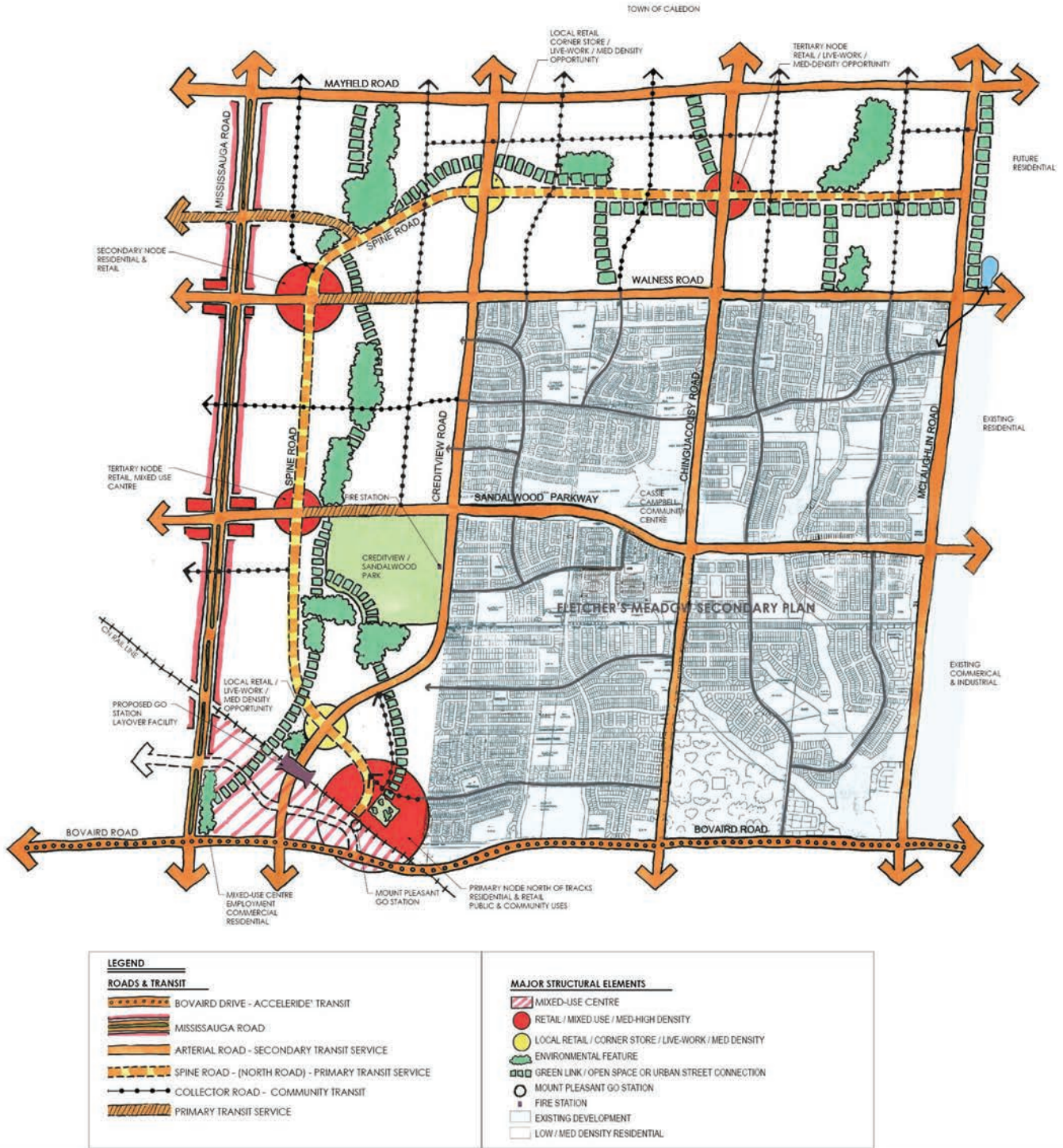
#### Detailed Block Planning:

#### FABRIC - TRANSIT-ORIENTED DESIGN

- Transit-oriented development (TOD) (@ Macro and Micro scale)
  - By creating a sense of place around transit station, transit ridership becomes an attractive way of life
  - Easy access to various modes of transit
  - A mix of uses in a "centre", offering a variety of choice for people to shop, live, work, play, and gather
  - Integrated transit facility links North and South of GO Station
  - Increase developable land within TOD
  - Reduced commuter travel time and dependence on automobile
  - Sustainable land value around the station VS. steady value of parking lots with maintenance costs

Fig. 1.3a - Adopted Mount Pleasant Community Design Principles.

# Mount Pleasant Community Framework Plan



## MOUNT PLEASANT SECONDARY PLAN PROPOSED FRAMEWORK PLAN

CITY OF BRAMPTON

DATE: JUNE 19 07  
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Fig. 1.3b - Approved Mount Pleasant Community Framework Plan.



## 1.4 Updates to the Community Design Framework

Utilizing the Community Vision Plan and the corresponding Community Design Framework Plan as the foundation, the Mount Pleasant community design process has evolved in tandem with other Secondary Plan stage background studies, particularly the Master Open Space Study, the Subwatershed Study and the Transportation Master Plan Study. The result has been an approach to the overall design of the community that achieves a balance of environmental objectives, transportation initiatives and open space linkages within an accessible, transit-oriented, urban and higher density community with distinct neighbourhoods and mixed-use opportunities.

In particular, the Mount Pleasant Master Open Space Study (MOSS) introduced the critical community building components which serve as the foundation for the CDG's. The MOSS analyzed some of the key criteria for the development of the future community and provided recommendations for -

- A comprehensive open space network consisting of natural features and public parks, including the recommendation for a hierarchy of parks and open spaces.
- Strategies to link parks and open space features, including the Natural Heritage System, with residential neighbourhoods, institutional uses, commercial and employment areas.
- A distribution of open space that provides passive and active recreational opportunities for residents throughout the Secondary Plan area.
- Identification, protection, restoration and enhancement of the NHS as defined through the North West Brampton Landscape Scale Analysis (LSA) and Huttonville/Fletcher's Subwatershed Study.

The MOSS further recommended a set of goals, objectives and strategies within Mount Pleasant for the development of a comprehensive open space system that includes -

- A Natural Heritage System and how it interfaces with the adjacent land uses, streets and blocks, as well as proposed features such as parks and stormwater management ponds.
- Trails and Pathways Network compatible with the protection, enhancement and restoration of natural features and functions, as a key component of a transit-oriented community, including strategic connections and crossings of parks and open spaces to facilitate region-wide linkages.
- Neighbourhood Parks with regard to hierarchy, size range, facilities and activities, location and integration with adjacent land uses.
- Integration and connection of open space components with the proposed major land use features such as the Mount Pleasant GO Station/transit hub to the south, the Spine Road, Mixed-Use Nodes and the existing City Park within Block Plan 51-1. (Note: In various references throughout the Mount Pleasant planning and design process, the Spine Road has been jointly referred to as the "Transit Spine Collector Road". Hereafter, only the "Spine Road" term will be cited).
- Coordination with the Transportation Master Plan Study and the development of an open space system that is compatible with the road network hierarchy and achieving a transit-oriented community.
- A visual analysis to identify views and vistas that will influence the location and configuration of community components.

### 1.4.1 Opportunities and Constraints

The Secondary Plan community design process has revealed a set of opportunities and constraints relating to its location, the existing physical characteristics, as well as adopted design policies, that will influence the structure of the community and provide the starting point for the development of these more detailed Community Design Guidelines. These opportunities and constraints are discussed in the following -

#### A. Natural Heritage System (NHS)

A systems-based approach to the delineation of the Natural Heritage System (NHS) was undertaken for the entire Mount Pleasant Community study area. This area is located within the Credit River Lower Watershed physiographic region, more specifically within the headwaters of the Huttonville Creek and Fletcher's Creek subwatershed systems. The Mount Pleasant community natural features have been fragmented and degraded through past agricultural, rural and semi-urban activities and relatively few wetlands and woodlands remain as compared with the Credit River Upper and Middle Watershed Areas. Some of the major natural features and functions that are critical in shaping the Mount Pleasant Natural Heritage System and community include -

- significant woodlands
- wetlands
- headwater drainage features
- area sensitive species
- seasonal fish habitat
- potential Redside Dace habitat

The proposed NHS is designed to meet the environmental and social objectives required to create a long-term sustainable community. The Huttonville and Fletcher's Creeks Subwatershed Study has identified these existing natural areas and recommends a natural heritage system that is based on the protection, remediation and creation of ecological features, functions and linkages that consider ecological targets within the context of the future community development.

The proposed Mount Pleasant Community Block Plan 51-2 will, therefore, reflect an approach to conservation, restoration, enhancement and management of a natural heritage system that is supported by green development (i.e. stormwater infrastructure such as low impact development measures) that will allow these systems to survive and thrive in the context of a higher density, urban community. This "green coast" approach is necessary to maintain the biological and functional integrity of the Natural Heritage System.

#### B. Spine Road / Road Network

Locally, Mount Pleasant is framed and bisected by arterial roads that, in conjunction with the designated Natural Heritage System (NHS), forms the framework for the configuration of districts and neighbourhoods. This road network is complemented by a centrally located Spine Road that will be designed as a character avenue and transit corridor, integrating safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic. It is along the Spine Road at major neighbourhood junctions that the concentration of mixed-use nodes will be located, characterized by higher density residential built-form (mid and high-rise, townhouse, live-work units, lane-based product), commercial, schools, parks and an urban streetscape treatment. All of which will allow for a diversity in urban architectural form, engaging residents, workers and visitors to form a more vibrant, village-type neighbourhood core.

(Note: In various references throughout the Mount Pleasant planning and design process, the Spine Road has been jointly referred to as the "Transit Spine Collector Road". Hereafter, only the "Spine Road" term will be cited.

#### C. Mixed-Use Nodes

The proposed Mixed-Use Nodes will serve as the neighbourhood centres for the community, both in an active and symbolic sense. These nodes play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods. Each node will be distinct and will integrate new urban typologies that define the character of the adjacent neighbourhoods and overall community.

#### D. Trails and Pathways

In order to develop walkable, cycle friendly, pedestrian scaled neighbourhoods within the Mount Pleasant community, designed trail and pathway features shall be integrated into the open space system and road network. Continuous, accessible and safe movement through the community will be encouraged with trails associated with natural features and SWM facilities, pathways through parks, and bike lane / signed bike routes on streets.

Proposed trails and pathways will be integrated into a contiguous system consistent with Brampton's PathWays Master Plan designations, the Revised Pathways Routing Plan (2006, as amended) and Schedule C1 - Major Pathway Network (2009). Trails and pathways will not be permitted within or adjacent to the NHS features that are considered significant hazards or sensitive environments. However, given that appropriate mitigation measures are employed, some less sensitive NHS features and buffers may provide opportunities for the integration of passive recreation (walking, cycling).

#### E. Transit Hub / Mount Pleasant Village (MPV)

Given the community-wide importance of the Mount Pleasant GO Station and the associated transit hub, as well as adjacent significant public amenities such as the proposed cultural amenity facility and civic square, it is critical that convenient access to MPV from the surrounding community be established, particularly with respect to public transit and recreation connections. A key component for this linkage is the Spine Road, which ties the eastern-most point of the community at McLaughlin Rd. with the Mount Pleasant GO Station at the southern terminus.

#### F. City Park - Creditview/Sandalwood Park

Although situated within Block Plan 51-1, the existing City Park and proposed expansion is utilized as a region-wide sports facility that attracts users within and beyond the North West Brampton area. Located in the south-west quadrant of Sandalwood Parkway and Creditview Rd., the park is approximately 100 acres in size and functions as a valuable component of the open space system that allows for specific athletic activities with related facilities. The City of Brampton continues to review the configuration and use of the park to potentially better meet the demands and requirements of the future Mount Pleasant Community and the broader North West Brampton area.



## OPA Schedule M Land Use Plan with Opportunities and Constraints

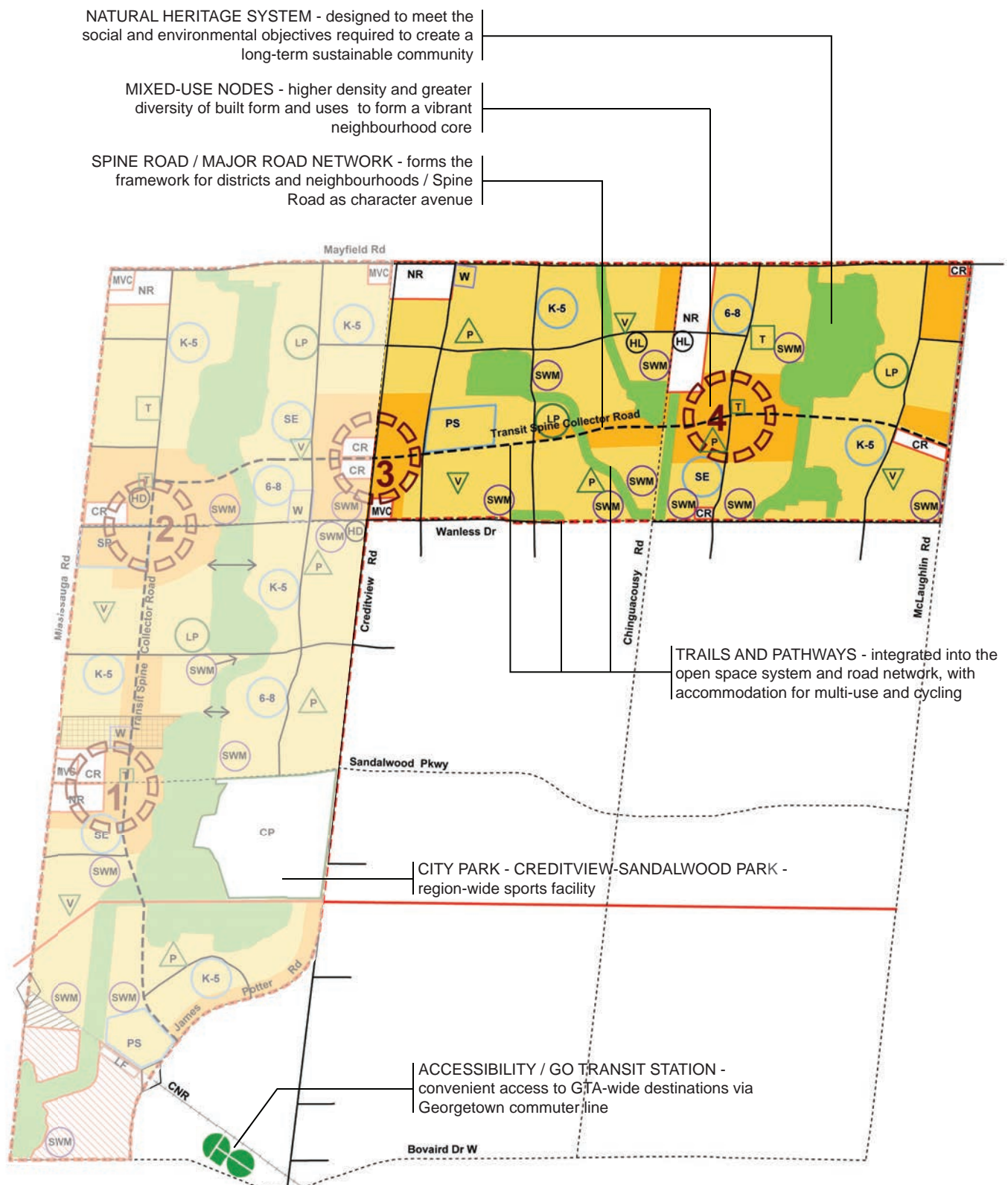


Fig. 1.4.1a - OPA Schedule M Land Use Plan (SP51\_A\_06032009) with Described Opportunities and Constraints.

## 1.4.2 Supporting Background Studies

In addition to the Community Design Guidelines exercise, there are ongoing background studies that will influence and support the ultimate configuration for Block Plan 51-2. These studies are a continuation of the analysis completed for Block Plan 51-1 and are listed and briefly described in the following -

### 1. Environmental Implementation Report (EIR)

The EIR is intended to provide specific input into the preparation of the Block Plan and associated draft plans of subdivision as it relates to the Natural Heritage System design/boundaries, buffer needs, watercourse lowering/relocation design, culvert improvements, floodplain modification measures, LID measures, restoration plans, as well as other potential mitigative measures, monitoring requirements and future study needs.

### 2. Growth Management Staging and Sequencing Strategy Report (GMSSS)

The GMSSS will outline the Staging, Sequencing and Delivery of key infrastructure required for development to occur within Block Plan 51-2, including reference to the development of the community in stages or neighbourhoods.

### 3. Transportation Study and Collector Road Environmental Assessment Study

The purpose of this study is to assess and recommend the collector road network and associated transportation infrastructure required to support the development of Block 51-2 and to achieve the key objective of supporting non-automobile transportation choices for community residents.

All 3 studies, as well as the Community Design Guidelines, are being processed concurrently in support of the Block Plan, within an adopted modified approvals process, and will reflect the interactive process held with City of Brampton staff through workshops and coordination meetings. Draft Plans, and corresponding reports, will be filed and processed simultaneously with the Block Plan.

The EIR and Transportation Study documents in particular, will influence the CDG in terms of design criteria. As such, while there may be elements represented in the CDG that relate to these other documents, it is expected and intended that the EIR and Transportation Study reports have primacy relative to the CDG, pending their finalization and ratification.

# 2

## CONFORMITY TO DEVELOPMENT DESIGN GUIDELINES (DDG'S)

### 2.1 CDG Area of Applicability

These Community Design Guidelines (CDG's) will serve as a supplement to the City of Brampton's Development Design Guidelines (DDG's) and the Architectural Control Guidelines for Ground-Related Residential Development (ACG's), as well as the Secondary Plan stage Master Open Space Study. The CDG's will explore urban design aspects that are unique to Block Plan 51-2 and largely non-standard.

The design approach to traditional community development is directed by the DDG's and ACG's. Specifically, Part V - Block Plan Design Guidelines of the DDG's provides a comprehensive list of guidelines related to -

- Community Structure
- Open Space System
- Street Network
- Streetscapes
- Edges and Gateways

As well, Part VI - Site Planning and Built Form of the DDG's relates to -

- Residential Areas
- Commercial Areas
- Industrial and Employment Areas
- Institutional and Community Sites

Part VI of the DDG's is explored in further detail with the ACG's.

Given that the approach to the design and development of Mount Pleasant is to create elements that foster and reflect the notion of a transit-oriented, walkable, sustainable community, much of the previously considered traditional components of urban design will need to be readdressed to varying degrees. The following is a list of some of the key elements that will be discussed as part of the Section 3 - Community Design Plan -

- Natural Heritage System / channel alignment
- major road network
- the Spine Road corridor
- mixed-use nodes
- streetscape treatment
- neighbourhoods
- built form - higher density, urban form, building setbacks
- parks and open space character and hierarchy
- trails and pathways - locations and types
- edges and gateways
- commercial blocks - built form type, street relationship
- institutional lands - schools and place of worship

In order to fully describe the intent and proposed design of the many integral components of the community's development, most aspects of the design will be addressed by a combination of the CDG's, DDG's and ACG's. The CDG's are, in essence, an expansion of many of the guidelines presented within the DDG's and ACG's.

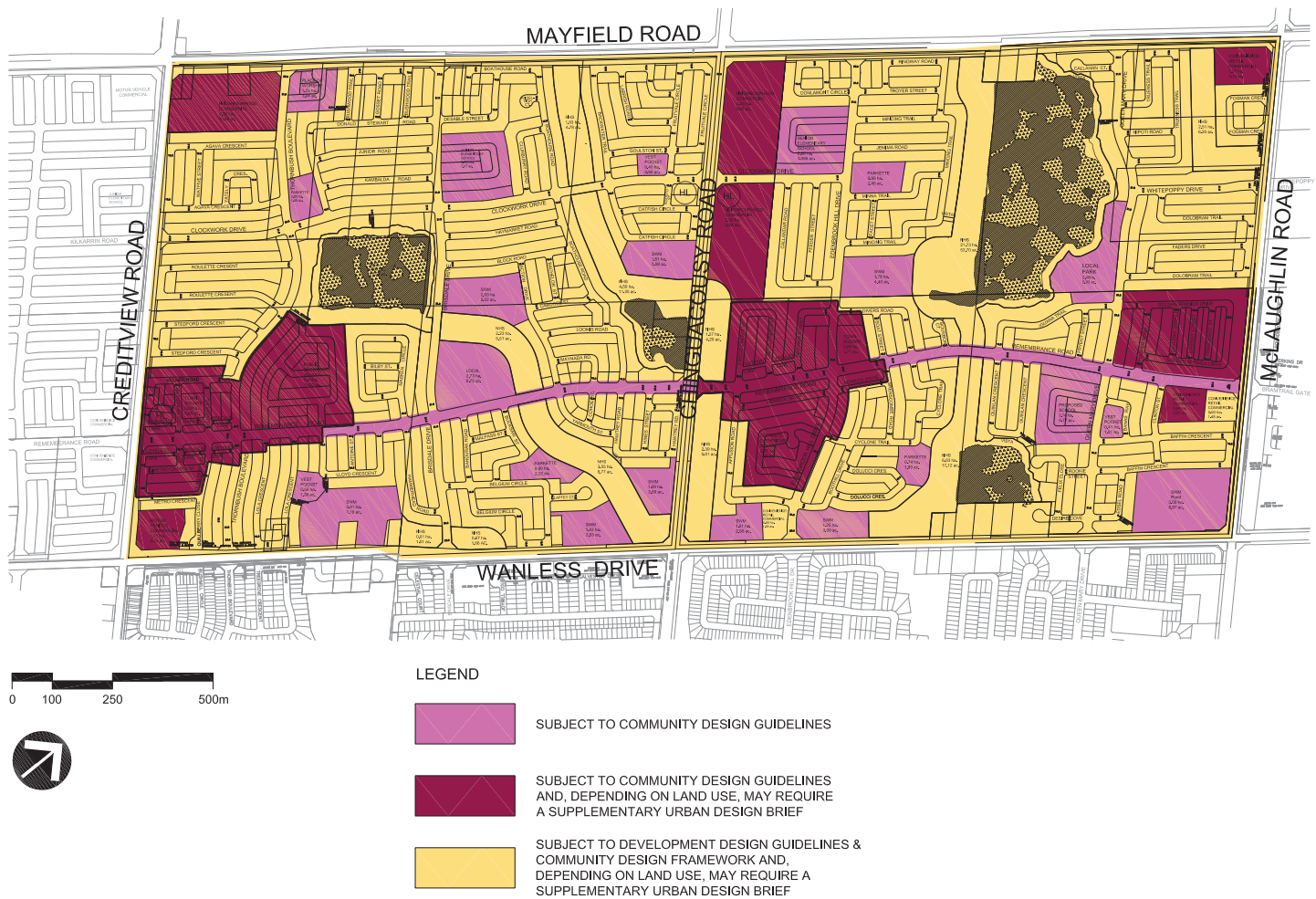


Fig. 2.1a - Mount Pleasant Block Plan 51-2 with CDG / DDG Area of Applicability Plan.



# 3 COMMUNITY DESIGN PLAN

## 3.1 Structuring Elements

The structuring elements for Mount Pleasant Block 51-2 will serve as the main building components for delineating the various land uses, establishing the street hierarchy network and providing the framework of neighbourhoods. The following highlights these key structuring elements. Many of these elements define or form part of the Special Character Areas of Mount Pleasant and will be explored in greater detail in Section 3.2 Special Character Areas.



Fig. 3.1a - Mount Pleasant Block Plan 51-2 with Community Structuring Elements.

### 3.1.1 Natural Heritage System / Channel Alignment

The proposed Natural Heritage System (NHS) will be designed to meet environmental objectives to create an ecologically diverse, healthy and sustainable NHS in an urbanized setting. It shall be based on appropriate science to remediate, restore and enhance the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable. The Block Plan 51-2 Environmental Implementation Report will refine the boundaries of the NHS as appropriate; analyze individual and cumulative environmental effects; evaluate alternatives for engineering, subdivision design and infrastructure; identify mitigation, enhancement and restoration measures; and define Adaptive Environmental Monitoring (AEM) including measures for compliance and long term monitoring and the ongoing management for the NHS within the context of the future community development.

The Block Plan, therefore, reflects an approach to restoring and enhancing the key elements of the proposed Natural Heritage System, including regional linkages that will allow the Fletcher's Creek Subwatershed system, in tandem with the Huttonville Creek system to the west, to survive and thrive in the context of a higher density, urban community. This is necessary to maintain the biological and functional integrity of the local ecosystem and contribute to the Credit River and Etobicoke Creek watersheds, and the Greenbelt.

The proposed land use fabric, including streets, residential blocks, parks, schools, etc., has in part evolved from the prominent NHS layout and will provide vital amenity features within walking distance of each neighbourhood. A responsibly conceived land use fabric that is derived from a robust NHS and Transit-Oriented Development (TOD) emphasis, as reflected in the adopted Block Plan, will further enhance the livability of the community by contributing to more efficient pedestrian, cycling and transit patterns, reducing automobile usage, and providing areas for passive recreation and nature appreciation.

Some of the major features characterized by the existing and enhanced NHS include -

- significant woodlands
- Provincially Significant candidate wetlands
- Aquatic and terrestrial corridors
- concentration of regional and locally rare birds
- concentration of rare plants
- area sensitive species
- permanent and seasonal fish habitat
- headwater drainage features

It should be recognized that existing natural heritage features (woodlands, wetlands, watercourses) and open spaces (parks, land use buffers) should be placed within public ownership for long-term protection, conservation and maintenance requirements. Private open spaces should be designed to support the adjacent NHS areas by avoiding impacts caused by invasive plant species, drainage alterations, etc., and considering opportunities to contribute to the NHS, particularly where they abut watercourses, corridors, woodlands, etc. Essentially, the creation of either public or private open space features should be designed, located and managed so as not to impact the NHS.

In general, the City of Brampton's sustainable planning vision is to protect, restore and enhance natural features, including streams, woodlands, wetlands, fish and wildlife habitats and other water functions that constitute a healthy, diverse ecosystem, while balancing the development of a complete and compact community that is financially sustainable.

The Huttonville and Fletcher's Creek Subwatershed Study shall be complemented by the preparation of the Block Plan 51-2 Environmental Implementation Report that details the characteristics and drainage conditions of this study area. These studies were prepared or are in the process of being prepared by consulting teams led by AMEC Earth & Environmental (previously Phillips Engineering) et al. and Stonybrook Consulting et. al., respectively, in collaboration with data collected by the Ministry of Natural Resources (MNR) and Credit Valley Conservation (CVC). The following is a brief summary of the findings -



#### A. Existing Surface Drainage:

The majority of watercourses have been altered by the predominant agricultural use, typically resulting in straightening or relocation. Watercourses throughout Block Plan 51-2 tend to be intermittent, flowing in response to snowmelts and periods of rainfall. These are usually dried up by early May.

#### B. Wetlands and Woodlands:

The wetland boundaries for North West Brampton have been recently mapped by the MNR and these have been referenced for the purpose of the subwatershed analysis. These wetlands are located either within woodland areas or along watercourses.

Deciduous swamp, mostly lowland ash, is the dominant wetland type that occurs within woodlands. Given the agricultural land use, these woodlands are mostly remnant patches that were not cleared due to the high water levels and wet surface drainage conditions. They are typically highly disturbed with a predominance of non-native invasive plant species.

Within watercourses, the seasonal wet conditions tend to favour the growth of meadow marsh communities, dominated by reed canary grass, with smaller areas of thicket swamp, including willows and dogwoods.

For an additional description, refer to Section 3.1.2 Woodlots.

#### C. Watercourse Lowering, Relocation and Restoration

Approximately half of the Mount Pleasant lands are situated within the headwaters of the East Huttonville Creek tributary (the majority of Block Plan 51-1) and the other half within the headwaters of Fletcher's Creek (the entirety of Block Plan 51-2). These are typically shallow and flat watercourses with low flow depths of approximately between 0.5-1.5 metres. Generally, in these areas the existing shallow depths necessitate the lowering of these watercourses throughout the Mount Pleasant lands to provide adequate depths for storm sewer outlets. This requirement introduces the opportunity to relocate and restore the watercourses and enhance the integrated proposed NHS.

Some of the measures that will be applied to the relocation and/or restoration of watercourses include -

- Maintain watercourse length.
- Specify natural channel design principles.
- Maintain riparian storage / discharge-storage of the creeks.
- Vary channel/valley widths and generally locate SWM facilities outside the NHS.
- Integrate wetlands with watercourse relocations/lowerings.
- Restore and enhance existing functions, processes and features associated with the watercourses.

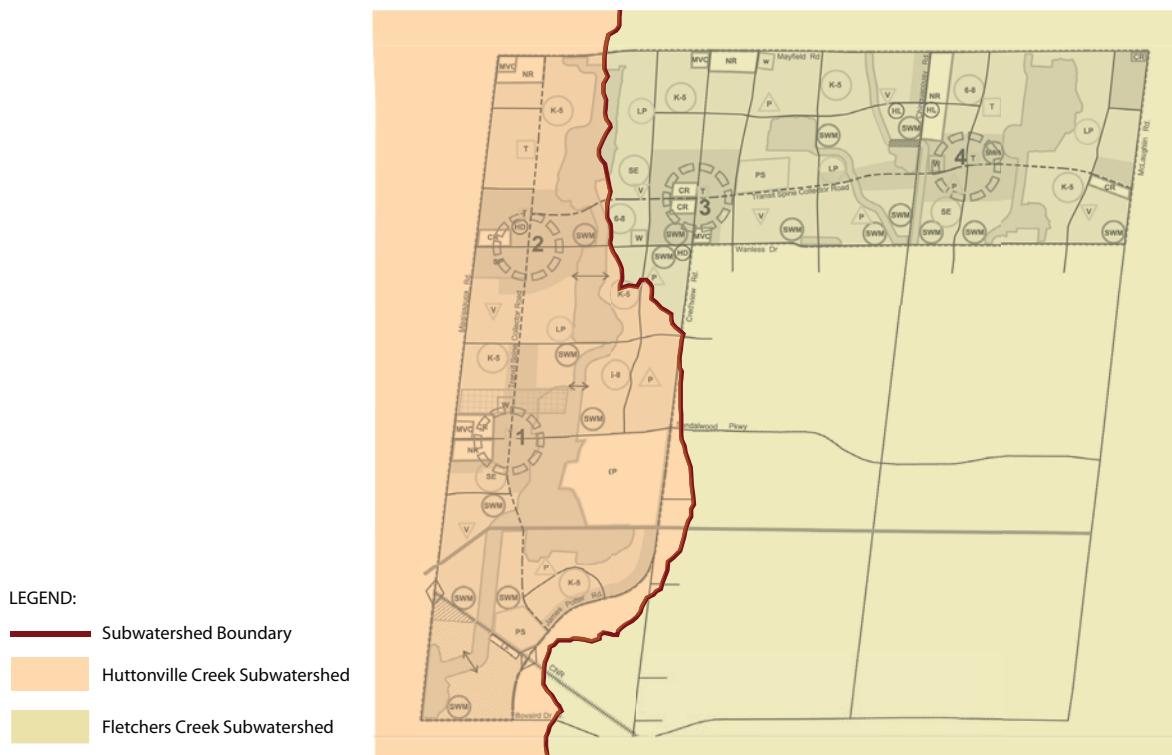
*(Source: Mount Pleasant Natural Heritage and Drainage Investigations Draft Report, Urbantech, Aug.17/07)*

D. Proposed trails and pathways will be appropriately located and designed to respect significant hazards or sensitive features and functions of the NHS, while providing multi-use linkage opportunities for residents as part of a comprehensive community and regional network. Generally, the trails will be located along three north-south corridors spanning Block 51-2. Mitigation measures will be undertaken to eliminate and/or minimize any impacts to natural features and/or functions and restore and enhance those local areas that may be affected by the crossings.

#### E. Promotional/Information Plan

A promotional/information plan educating Block Plan 51-2 homeowners / purchasers on the NHS and its purpose, composition, long term objectives with regards to sustainability, how the system is intended to evolve, and the related maintenance requirements, shall be implemented. This package would include warning clauses that respond to the unique conditions and responsibilities to ensure long-term viability of the Natural Heritage System. This will include the provision for signage along the trails and at trailheads to educate trail users, as well as the fact that the trails may be developed to a standard (screenings) that doesn't support winter maintenance.

For relevant design criteria, reference Part V - Block Plan Design Guidelines / Section 2.0 Open Space System of the DDG. All proposed NHS related elements reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to these elements in the CDG may occur as a result of the review of the EIR. As well, a more complete exploration of the NHS in the context of the community development is referenced in the City of Brampton approved Mount Pleasant Community Master Open Space Study (MOSS - Jan.5/10).



*Fig. 3.1.1b - Mount Pleasant Block Plan 51-2 with extent of Natural Heritage System boundary.*

### 3.1.2 Woodlots

There are 4 prominent woodlot features intermixed into the Alloa Green Community lands. Comprised of both wetland and woodland characteristics, these features have been preserved to maintain the environmental and ecological integrity of the Region-wide Natural Heritage System and to provide a critical benefit to the environmental health of the community. Part of this benefit is the role the woodlot features will play from a community function standpoint, where it can integrate important pedestrian links, establish desirable views and vistas, and provide a valuable aesthetic element where open to street frontages and publicly accessible open spaces.

The following is a description of the location characteristics and functions of the 4 woodlots:

#### A. Woodlot 1 (Creditview Woodland)

- Centrally located between Creditview Rd. and Chinguacousy Rd.
- Comprises wetland and woodland characteristics with appropriate buffers. The southern limit integrates a segment of the introduced SWM channel.
- The SWM channel will contain a green system trail (multi-use) along the south perimeter with direct connections to the proposed secondary school to the south. A servicing easement has been integrated to allow the trail to link with Thornbrush Blvd.
- The woodlot is exposed to public views on the east side along Brisdale Dr., where it will combine with the proposed SWM pond, channel and Local Park immediately to the east to form one of the major vista opportunities and publicly accessible open space links in the community.
- Land uses along the west and north side of the woodlot will be characterized by low density residential with rear yard interface.

#### B. Woodlot 2 (Chinguacousy Woodland)

- Located along the west side of Chinguacousy Rd.
- Comprises wetland and woodland characteristics with appropriate buffers.
- It is part of a larger open space system with the integration of the SWM channel along its north perimeter.
- Exposed to public views along the east side (Chinguacousy Rd.) and through the channel and adjacent SWM pond to the north.
- Green system trail within the SWM channel will extend to the proposed multi-use trail along Chinguacousy Rd., linking the woodlot and surroundings with the extension of the channel and trail to the north and Mayfield Rd.
- Extension of the green space will anchor the north-west corner of the Spine Road (Remembrance Rd.) and Chinguacousy Rd.

#### C. Woodlot 3 (Wanless Woodland)

- Located just north of Wanless Dr., between Chinguacousy Rd. and McLaughlin Rd.
- Comprises wetland and woodland characteristics with appropriate buffers.
- It is part of a larger open space system with a direction connection to the SWM channel to the west and north and the Parkette further to the west.
- A Vista Block has been proposed along the north side of the woodlot to provide exposure to the local street and facilitate a pedestrian trail connection along the north side of the woodlot (within the buffer), across the channel and into the Parkette.
- A pedestrian bridge structure will form a component of the channel crossing.
- The interface along the north, east and south sides of the woodlot comprise predominantly low density residential with rear or side yard frontages.

#### D. Woodlot 4 (Mayfield Woodland)

- Located between Chinguacousy Rd. and McLaughlin Rd., extending south from Mayfield Rd.
- Comprises wetland and woodland characteristics with appropriate buffers.
- The largest of the woodlot features, it is combined with a SWM channel along the west perimeter and a Local Park along portions of the east and south perimeter.
- A green system trail will extend from the Local Park along the southern edge of the woodlot and across the channel, linking the neighbourhood to the west with the Local Park.





Fig. 3.1.2a - Mount Pleasant Block Plan 51-2 with identified woodlot locations and associated open space features.



Fig. 3.1.2b - View of existing woodlot feature from Mayfield Rd. Woodlots integrated into the community fabric can provide important pedestrian links, establish desirable views and vistas and provide a valuable natural aesthetic element for residents (source: Google Earth).

### 3.1.3 Major Road Network

The overall framework for Mount Pleasant Block Plan 51-2 is defined by the existing concession road fabric that will be developed as the major community road network. This network consists of the north-south arterials including Creditview Rd., Chinguacousy Rd. and McLaughlin Rd., and the east-west arterials consisting of Mayfield Rd. and Wanless Rd. To varying extents, these roads, along with the centrally located Spine Road are expected to carry the vast majority of vehicular traffic and transit service to Mount Pleasant, the Mount Pleasant Village transit hub and outlying communities.

The blocks formed by the major roads, in conjunction with the natural heritage features and the Spine Road, will guide the formation of individual neighbourhoods through the layout of the road hierarchy, parks and open space amenities and major land uses, such as schools, commercial blocks and stormwater management facilities.

For relevant design criteria, reference Part V - Block Plan Design Guidelines / Section 3.0 Street Network of the DDG. As well, all proposed cross sections in this document are being evaluated in the context of the Mount Pleasant Transportation Master Plan (TMP) Study and further modification to the proposed standards in the CDG may occur as a result of the review of the TMP.

### 3.1.4 The Spine Road (Remembrance Road)

*Note: In addition to being a Structuring Element, the Spine Road is also considered a 'Special Character Area' and is described and illustrated in greater detail with regards to Built Form and Landscape Guidelines in Section 3.2.2 The Spine Road.*

The Spine Road is the central character avenue and transit link for the Mount Pleasant Community that connects mixed-use nodes, neighbourhoods, open space amenities and the transit hub to the south. It's location and configuration as a central roadway, responding in shape to the "inverted L" configuration of the Mount Pleasant Community Secondary Plan area, effectively organizes the community structure into a collection of neighbourhoods.

Through its design, the Spine Road will serve to link neighbourhoods through a common central corridor that will be within close proximity and accessible to all neighbourhood streets. As the main local transit corridor, this proximity is essential in promoting the use of public transit for the entire community. The Spine Road will comprise 2 vehicle lanes for automobile and bus use with a central third lane dedicated to left-hand turns. It will integrate curbside on-street bike lanes that will link with the proposed community trails and pathways network.

The character of the Spine Road will vary as a reflection of the adjacent land uses. Within the Mixed-Use Nodes, the Spine Road shall reflect an urban streetscape treatment that responds to a greater level of pedestrian traffic associated with adjacent higher density residential, street related retail/service functions, public transit stops and open space amenities. Right-of-way widths have been minimized to create a more comfortable pedestrian scale with reduced building set-backs that frame the road, while still balancing transit and vehicular flow objectives. The boulevard character will be designed to both encourage and respond to greater pedestrian activity through material selection and the strategic placement of streetscape elements.

Making the transition from the Mixed-Use Nodes, the Spine Road shall be characterized by a more standard boulevard treatment, consisting of streets trees in grass boulevards between curb and sidewalk.

For relevant design criteria, reference Part V - Block Plan Design Guidelines / Section 3.0 Street Network and Section 4.0 Streetscapes of the DDG. Additionally, refer to Section 3.2.2 The Spine Road / Streetscape Elements of the CDG for specific guidelines related to the proposed Spine Road. As well, all proposed cross sections in this document are being evaluated in the context of the Mount Pleasant Transportation Master Plan (TMP) Study and further modification to the proposed standards in the CDG may occur as a result of the review of the TMP.



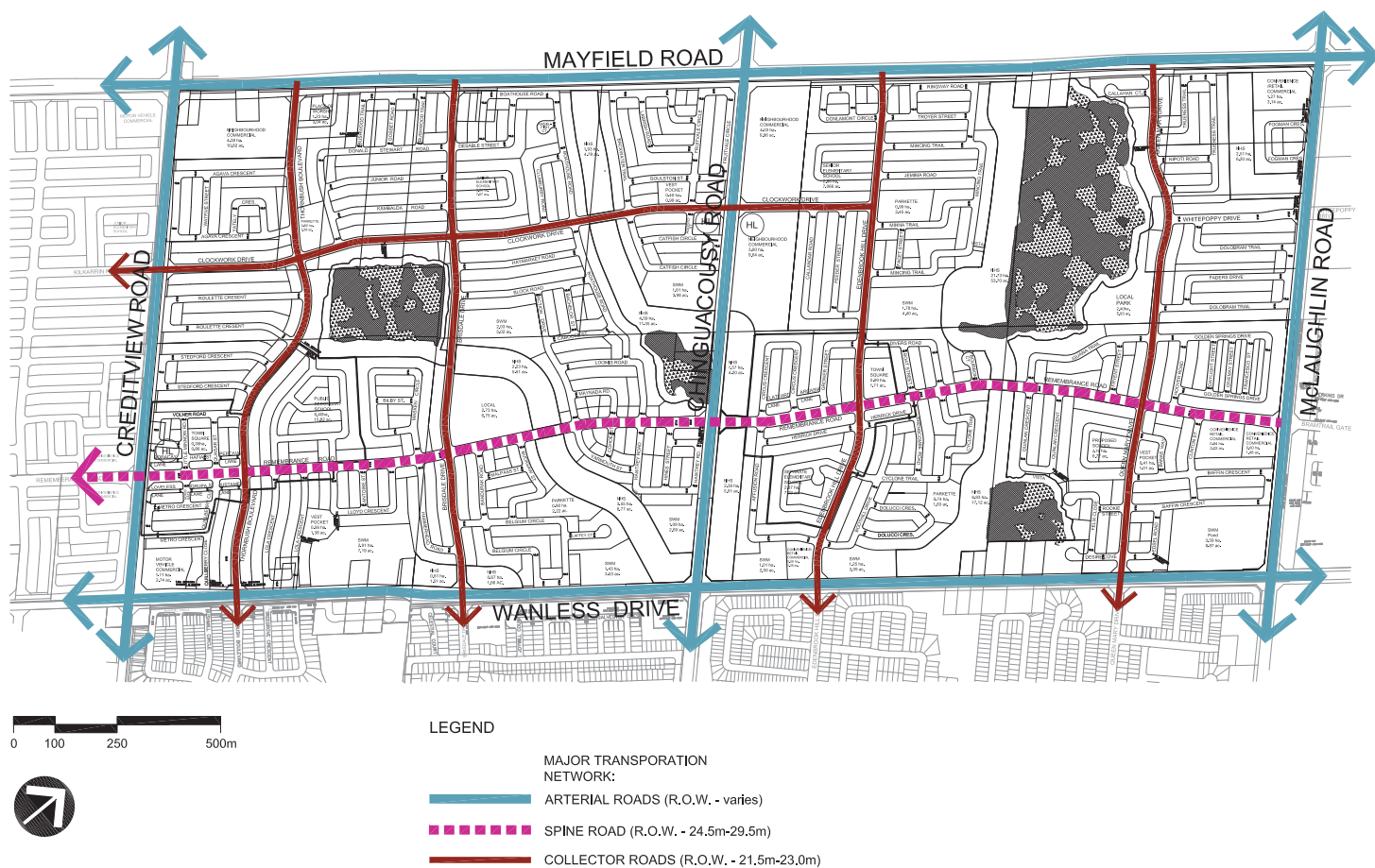


Fig. 3.1.4a - Mount Pleasant Block Plan 51-2 with the Spine Road and major road network.

### 3.1.5 Trails and Pathways

*Note: In addition to being a Structuring Element, the proposed Trails and Pathways network has been developed specific to Block Plan 51-2 and are described and illustrated in greater detail in the Landscape Guidelines Section 3.3.1 Trails and Pathways Network.*

In order to develop walkable, cycle friendly, pedestrian scaled neighbourhoods within Block Plan 51-2, designed trail and pathways shall be integrated into the open space system and road network. These will enable safe and accessible recreation and commuter options that allow the user to access the variety of land uses to be found within the Block, without the need to drive.

Pathways to accommodate both pedestrians and cyclists have been identified throughout the community within the proposed open space system and, by extension, the street network. Continuous, accessible and safe movement through the community will be encouraged with sidewalks connecting to trails associated with arterial roads, natural features and stormwater management facilities, pathways through parks, and bike lane/signed bike routes on collector streets. As well, integrating school blocks into the open space system will provide opportunities to link with the network of paths and trails.

In addition to relevant design criteria within Part V - Block Plan Design Guidelines / Section 2.3 Multi-Use Trail System of the DDG, refer to Section 3.3.1 Trails and Pathways Network for guidelines related to proposed location and treatment. As well, all proposed pathways in and adjacent to the NHS reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to the pathway locations in the CDG may occur as a result of the review of the EIR.

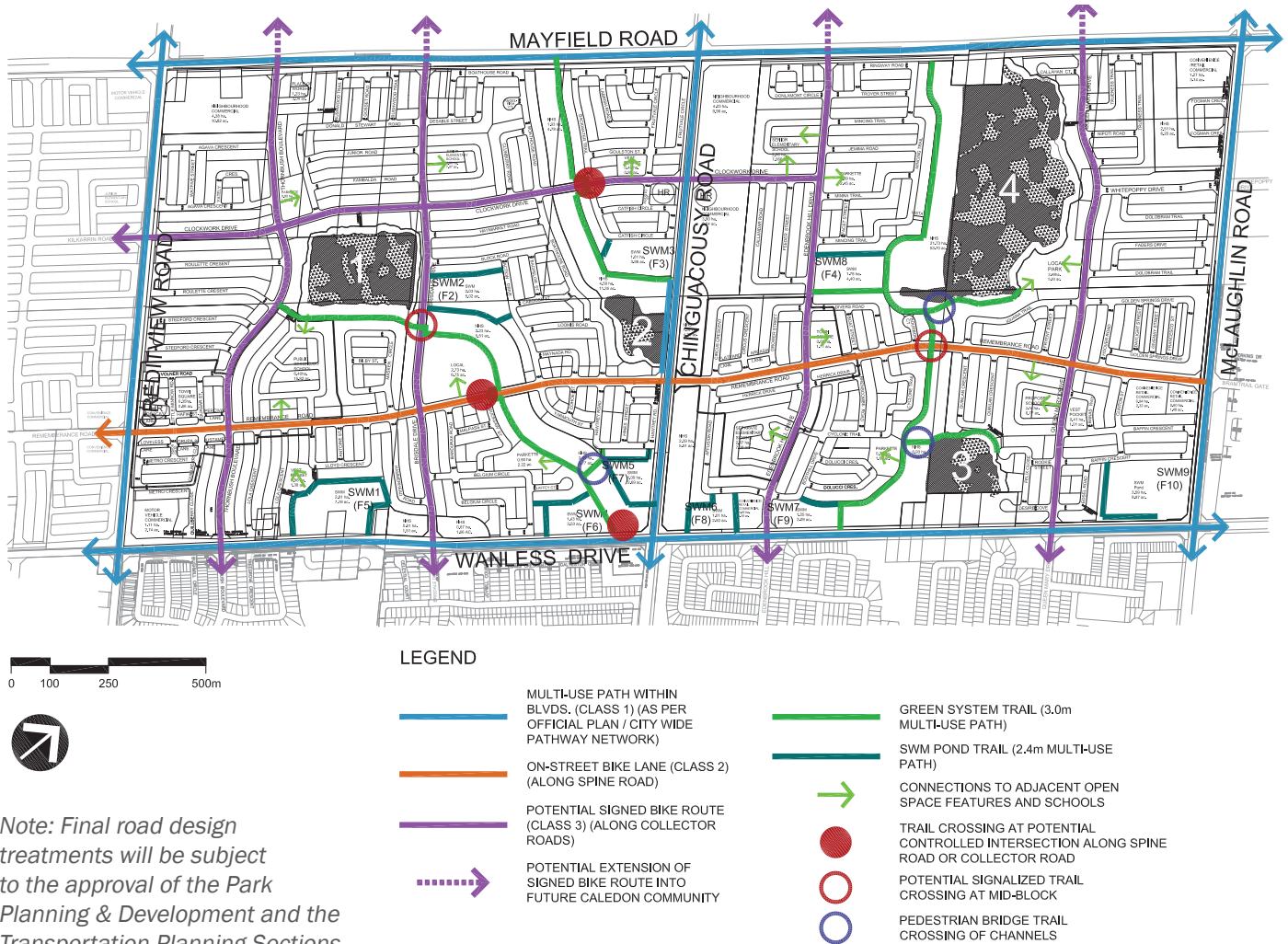


Fig. 3.1.5a - Mount Pleasant Block Plan 51-2 with the proposed location and alignment of the pathways, trails and bike lanes.

### 3.1.6 Mixed-Use Nodes

*Note: In addition to being a Structuring Element, Mixed-Use Nodes are also considered a 'Special Character Area' and is described and illustrated in greater detail with regards to Built Form and Landscape Guidelines in Section 3.2.1 Mixed-Use Nodes.*

The proposed Mixed-Use Nodes will serve as the neighbourhood centres for the community, both in an active and symbolic sense. These nodes play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods.

Two Mixed-Use Nodes are proposed within Block Plan 51-2. The western most node is situated on the east side of Creditview Rd., along the Spine Road, and comprises the eastern half of the same node established within Block Plan 51-1. The second node is proposed along the Spine Road, east of Chinguacousy Road, centred at the intersection of a north-south collector road.

The nodes are strategically located along the Spine Road to respond to the framework of neighbourhoods that will radiate from the centre, ensuring that the community amenities are easily accessible from all areas. Each node shall be distinct and will be a showcase for new urban typologies that help achieve the goal of a transit-oriented, walkable and more sustainable community. Built form will be characterized by a mix of commercial/retail, institutional and higher density residential uses.

In addition to relevant design criteria within Part VI - Site Planning and Built Form of the DDG, refer to Section 3.2.1 Mixed-Use Nodes of the CDG for landscape guidelines. As well, refer to Section 3.4.4 Design Criteria for Non-Standard Built Form Types of the CDG for built form guidelines.

Refer to Section 3.2 Special Character Areas for additional information regarding the urban design response.

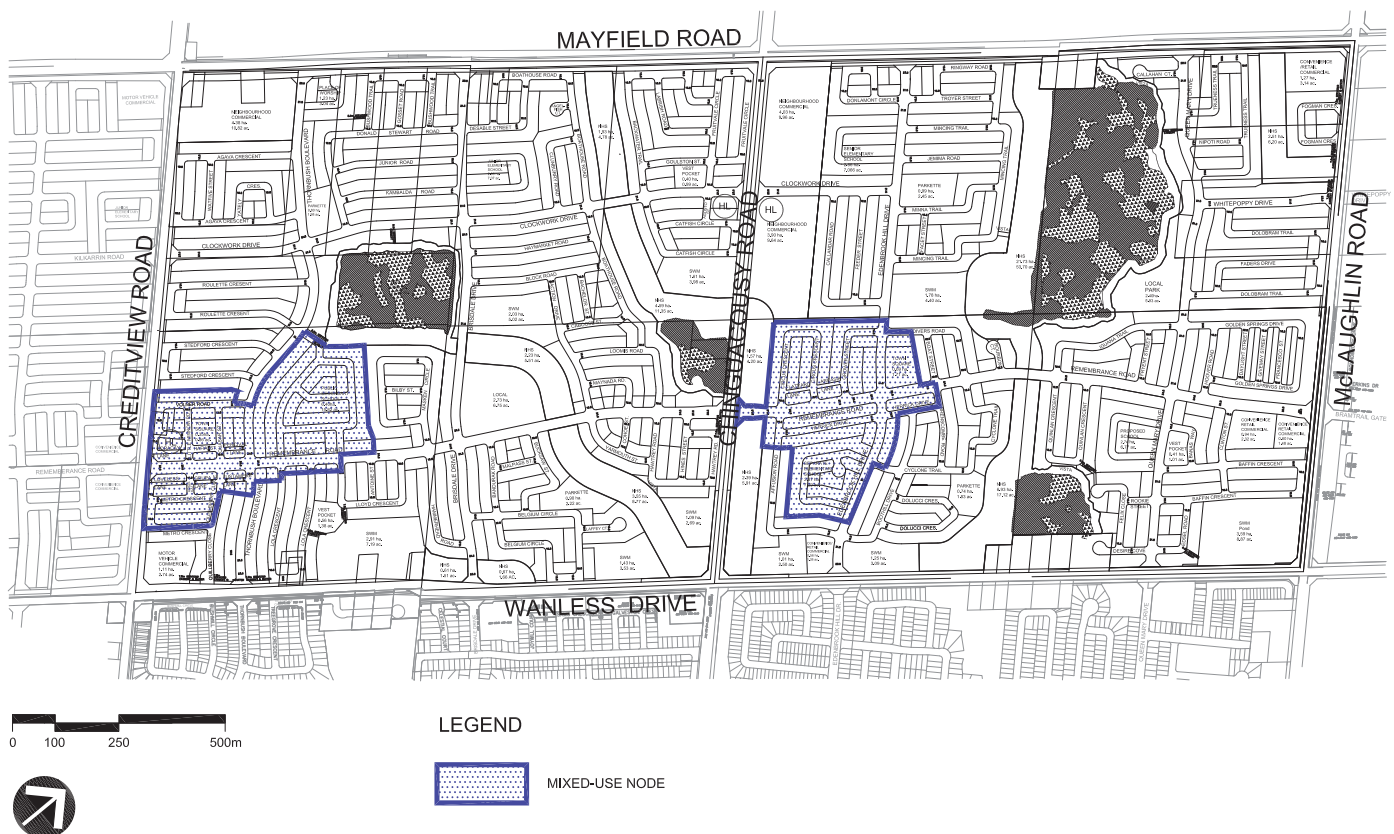


Fig. 3.1.6a - Mount Pleasant Block Plan 51-2 with the proposed Mixed-Use Node locations.



### 3.1.7 Transit Hub (Mount Pleasant Village)

Adjacent to the southern-most section of the Mount Pleasant Community (south side of James Potter Road) is the ongoing Mount Pleasant Village (MPV) neighbourhood development. This area lies parallel to the CN tracks, north of the Mount Pleasant GO Station, with the core serving as the transit hub for the entire Mount Pleasant Community. Consistent with Mount Pleasant and the Mixed-Use Nodes, MPV has emphasized and established those elements that create an innovative, pedestrian friendly, transit-oriented community with mixed-uses and a variety of housing types and densities.

Given the community-wide importance of the GO Station and the transit hub, as well as adjacent significant public amenities (Cultural Amenity Facility and Civic Square), it is critical that convenient access to MPV from the surrounding community be established, particularly with respect to public transit and recreation paths. A key component for this linkage is the Spine Road, which ties the eastern-most point of the community at McLaughlin Rd. with the train station at the southern end. A key part of this linkage is the provision for bike lanes, which promotes cycling connections for GO Transit users and allows recreational riders to connect with the Civic Square and Cultural Amenity Facility.

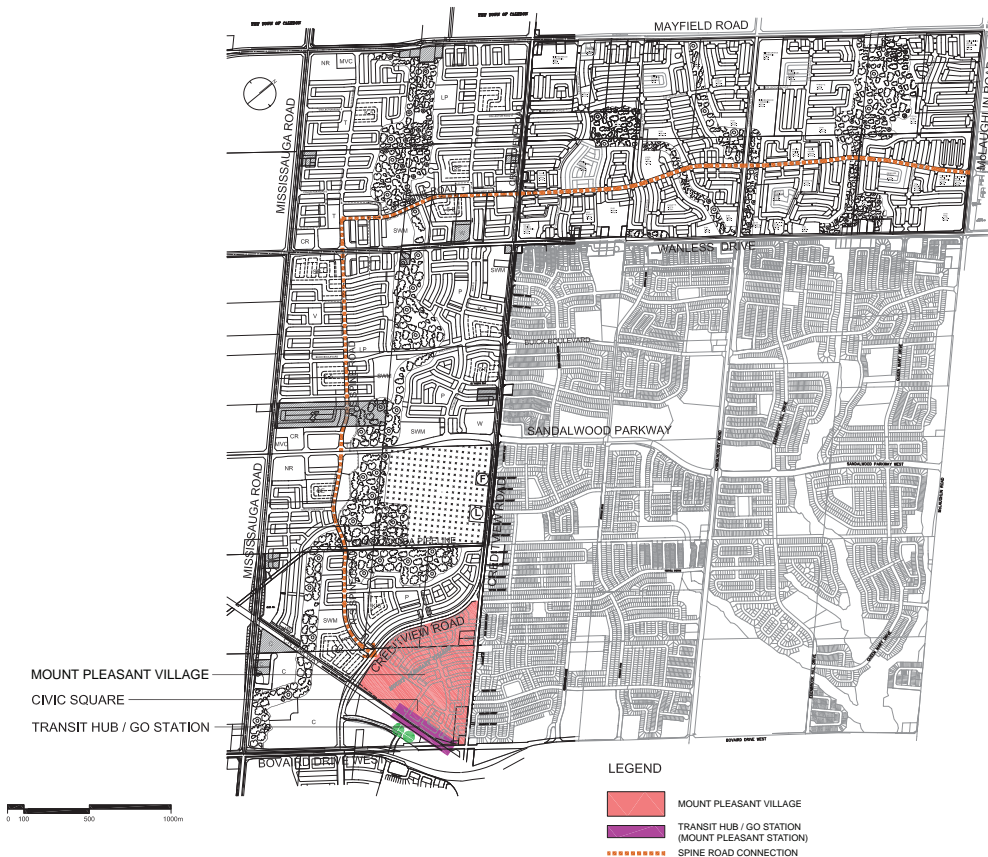


Fig. 3.1.7a - Mount Pleasant Community with the adjacent Transit Hub / Mount Pleasant Village including Civic Square, Cultural Amenity Facility and GO Station.



Fig. 3.1.7b - Images showing existing MPV Transit Hub, Civic Square, Cultural Amenity Facility and School.



### 3.1.8 Neighbourhoods

The basic framework of neighbourhoods within Block Plan 51-2 are largely defined by the major structuring elements described in this section. Specifically, the Natural Heritage System and the arterial and collector road network provide the general structure for each individual neighbourhood. Once this structure is in place, it is then critical to identify the 400m catchment radius (approx. 5 minute walking distance) that will serve to locate the required neighbourhood-oriented amenities, including parks, schools, transit stops and pathway network. Consistent with this approach, 10 neighbourhood areas have been defined for Block Plan 51-2. Generally, the focus of the individual neighbourhoods will be a designated park space type, with each neighbourhood further characterized by low, medium and/or high density residential and the location of schools, commercial blocks, stormwater management ponds and the interface with the existing natural features. The individual neighbourhood areas are identified in the following figure.

For relevant design criteria refer to Part V - Block Plan Design Guidelines / Section 1.0 Community Structure of the DDG.

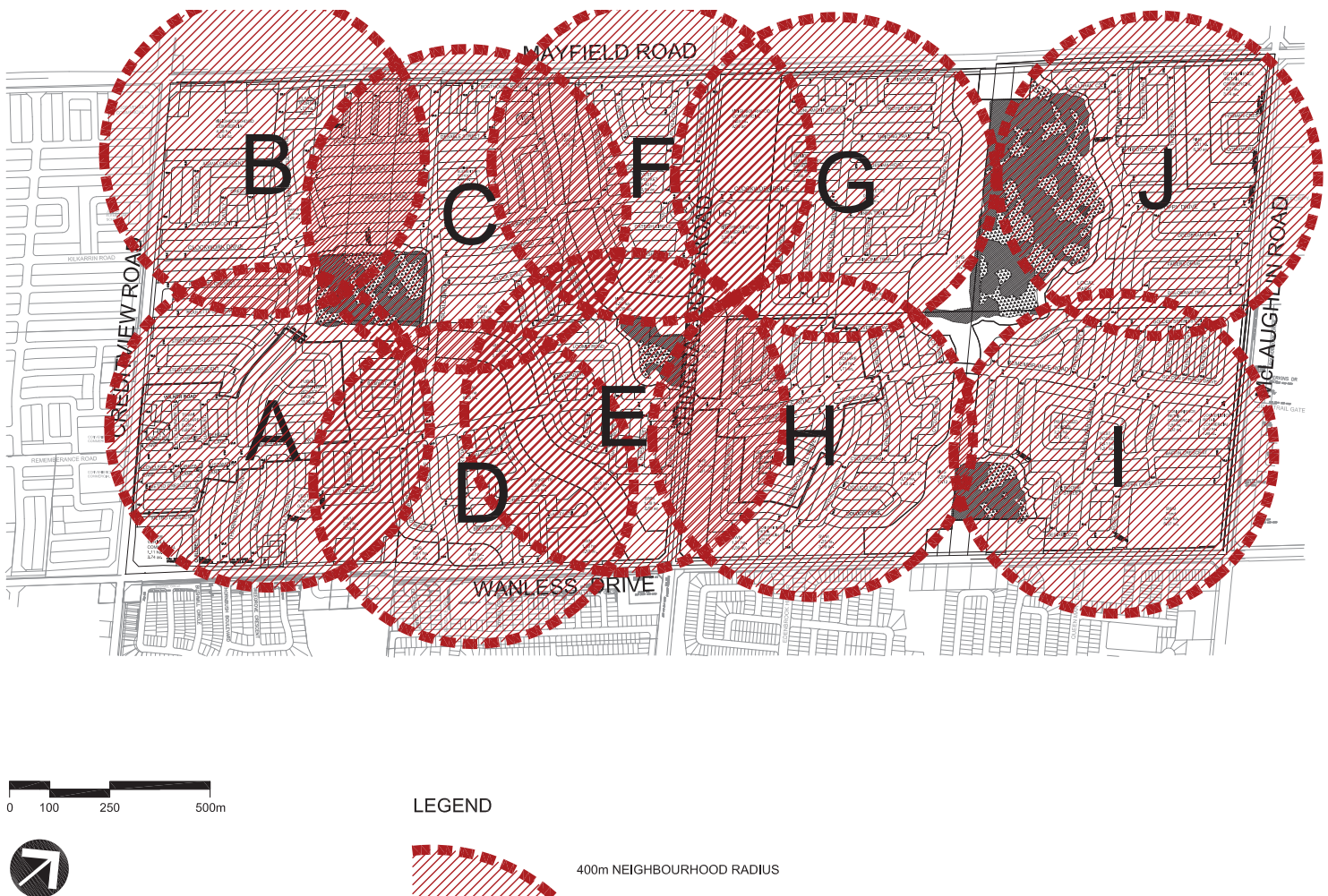


Fig. 3.1.8a - Mount Pleasant Block Plan 51-2 with defined neighbourhood areas reflecting 400m catchment radius.

### 3.1.9 Neighbourhood Parks

*Note: In addition to being a Structuring Element, the proposed Neighbourhood Parks have been developed specific to Mount Pleasant and are described and illustrated in greater detail in the Landscape Guidelines section 3.3.5 Neighbourhood Parks.*

The City of Brampton's Draft Parks and Public Spaces Hierarchy exercise has presented a comprehensive list of park types that have the flexibility to respond to the varied open space requirements of Block Plan 51-2, including greenfield areas, central areas/urban cores and urban areas. Neighbourhood Park types from Local Parks to Parkettes and Vest Pocket Parks will be utilized throughout the community, creating a diversity in the form, function and appearance of public open spaces.

A total of 11 Neighbourhood Parks have been identified, comprising 2 Town Squares, 4 Parkettes, 2 Local Parks and 3 Vest Pocket Parks. The design of these Neighbourhood Parks should, where feasible, protect and/or enhance the community's Natural Heritage system (through naturalized planting) and ecological functions (stormwater mitigation).

Through consultation with City of Brampton staff, a strategic approach to the programming of each individual Neighbourhood Park shall be undertaken, the purpose of which is to ensure a balance of facilities are provided for all areas of the community. Figure 3.1.8a illustrates the proposed park distribution through Block Plan 51-2.

The design criteria for the Neighbourhood Park blocks in this plan have been influenced by guidelines established in the City of Brampton's Development Design Guidelines Manual (section 2.1 - Parks), in addition to direction received from the City's Engineering and Development Services Division with respect to park programming. Refer to section 3.3.4 Neighbourhood Parks of this document for more detail concerning the conceptual facility layout for each park.



Fig. 3.1.9a - Mount Pleasant Block Plan 51-2 with the proposed park distribution.



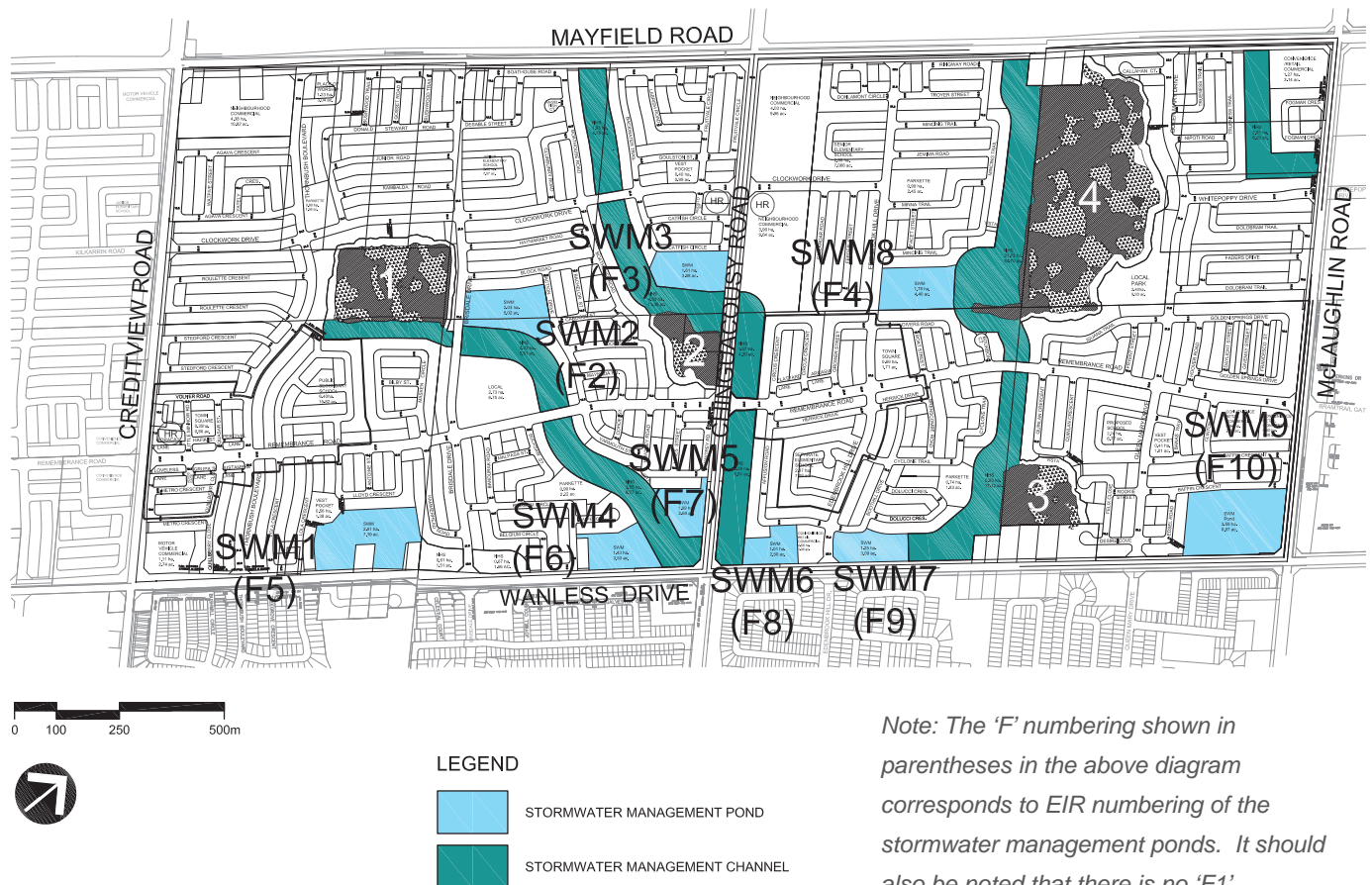
### 3.1.10 Stormwater Management Facilities

*Note: In addition to being a Structuring Element, Stormwater Management Facilities have been developed specific to Block Plan 51-2 and are described and illustrated in greater detail in the Landscape Guidelines Section 3.3.6 Stormwater Management Facilities.*

In addition to their primary water quality and quantity control functions, stormwater management facilities (ponds and channels) will be designed to maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community, to the extent practical. As well, they provide a secondary role by complementing the parks and open space system through the provision of extensions to the trail network . Generally, ponds and channels within Block Plan 51-2 have been located in relation to existing natural drainage patterns of the site and, where appropriate, within the vicinity of existing natural heritage features.

There are a total of 9 ponds and 4 channels proposed for the Block, all of which have been configured within an efficient area footprint that integrates all the necessary functions and standard landscape treatments. They are designed to appropriately fit within the context of a higher density, compact residential development.

In addition to relevant design criteria within Part V - Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities of the DDG, refer to Section 3.3.6 Stormwater Management Facilities of the CDG for landscape guidelines related to stormwater management pond and channel treatment. As well, all proposed stormwater ponds and channels reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to the described locations in the CDG may occur as a result of the review of the EIR.



*Fig. 3.1.10a - Mount Pleasant Block Plan 51-2 with the proposed stormwater management pond locations.*

### 3.1.11 Commercial Blocks

Within Block Plan 51-2, there are several commercial blocks proposed adjacent to major intersections or along major roadways leading into the community. In order to be consistent with the stated objective of creating a transit-oriented, walkable, urban, higher density community, the layout of these commercial blocks should depart from the typical suburban, car-oriented, non-descript model and try to achieve an appropriate level of integration with the surrounding neighbourhood fabric. They should not be developed in isolation of the context, but rather positioned as valuable community building components that support the transit-oriented development model. A 'village' type character should, therefore, be established with a strong built form relationship to the surrounding streets.

In addition to relevant design criteria within Part VI - Site Planning and Built Form / Section 2.0 Commercial Areas of the DDG, refer to section 3.4.4.10 Commercial Buildings of the CDG for built form guidelines. As well, refer to Section 3.3.4 Gateways for commercial blocks as gateway features.

### 3.1.12 Institutional Lands (Schools and Place of Worship)

Institutional lands, including proposed school blocks and a place of worship, should be developed as valuable community and neighbourhood building amenities. As such, there should be a strong built form relationship with the adjacent street fabric that will emphasize pedestrian connections, balanced with vehicular access. As with commercial blocks, institutional lands situated at community gateway locations should ensure that the built form is oriented to serve as the primary entry element.

In addition to relevant design criteria within Part VI - Site Planning and Built Form / Section 4.0 Institutional and Community Sites of the DDG, refer to Section 3.4.4.13 Place of Worship and 3.4.4.14 Schools of the CDG for built form guidelines. As well, refer to Section 3.3.4 Gateways for place of worship lands as gateway features.

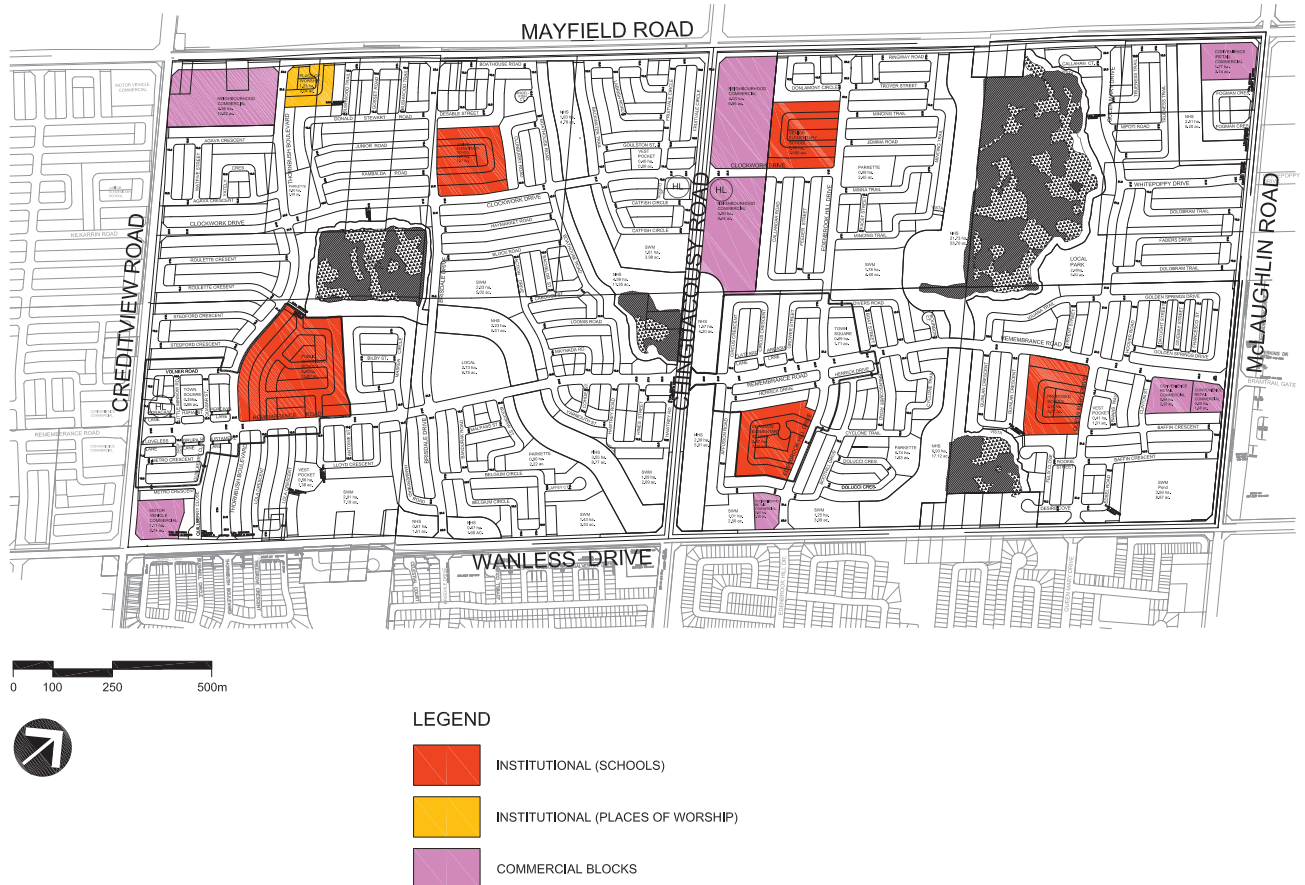


Fig. 3.1.12a - Mount Pleasant Block Plan 51-2 with commercial and institutional lands (schools and place of worship).



### 3.1.13 Cultural Heritage Resources

Block Plan 51-2 shall integrate 3 identified cultural heritage resources that presents a unique opportunity to celebrate and commemorate important examples of the 19th century agricultural settlement of Chinguacousy Township. These resources include the following -

#### A. 11285 Creditview Road

- The property includes a late 19th century 2-storey brick farmhouse surrounded by mature trees.
- Listed as Category A on the City of Brampton Municipal Register of Cultural Heritage Resources.
- It is intended that the farmhouse will be integrated into a residential block within the mixed-use node at Creditview Road and Remembrance Road and serve as a private residence.

#### B. 11687 Chinguacousy Road

- Farm complex comprising a mid-19th century 2-storey stone farmhouse with barn, outbuildings and mature trees
- Listed as Category B on the City of Brampton Municipal Register of Cultural Heritage Resources.
- It is intended that the farmhouse will be relocated and re-purposed as a component of the proposed Neighbourhood Commercial block at the south-east corner of Chinguacousy Road and Clockwork Drive.

#### C. 11690 Chinguacousy Road

- Farm complex comprising an early 20th century brick farmhouse with barn complex, outbuildings, long drives and distinctive tree lines.
- Listed as Category B on the City of Brampton Municipal Register of Cultural Heritage Resources.
- It is intended that the farmhouse will serve as a private residence within a residential block and, where grading and siting allows, integrate remnants of the existing farm complex such as the existing tree line.

For relevant design criteria, refer to Section 3.2.2.1 Mixed-Use Node 1 - Spine Road and Creditview Rd., as well as Built Form Section 3.4.6 Cultural Heritage Resources.

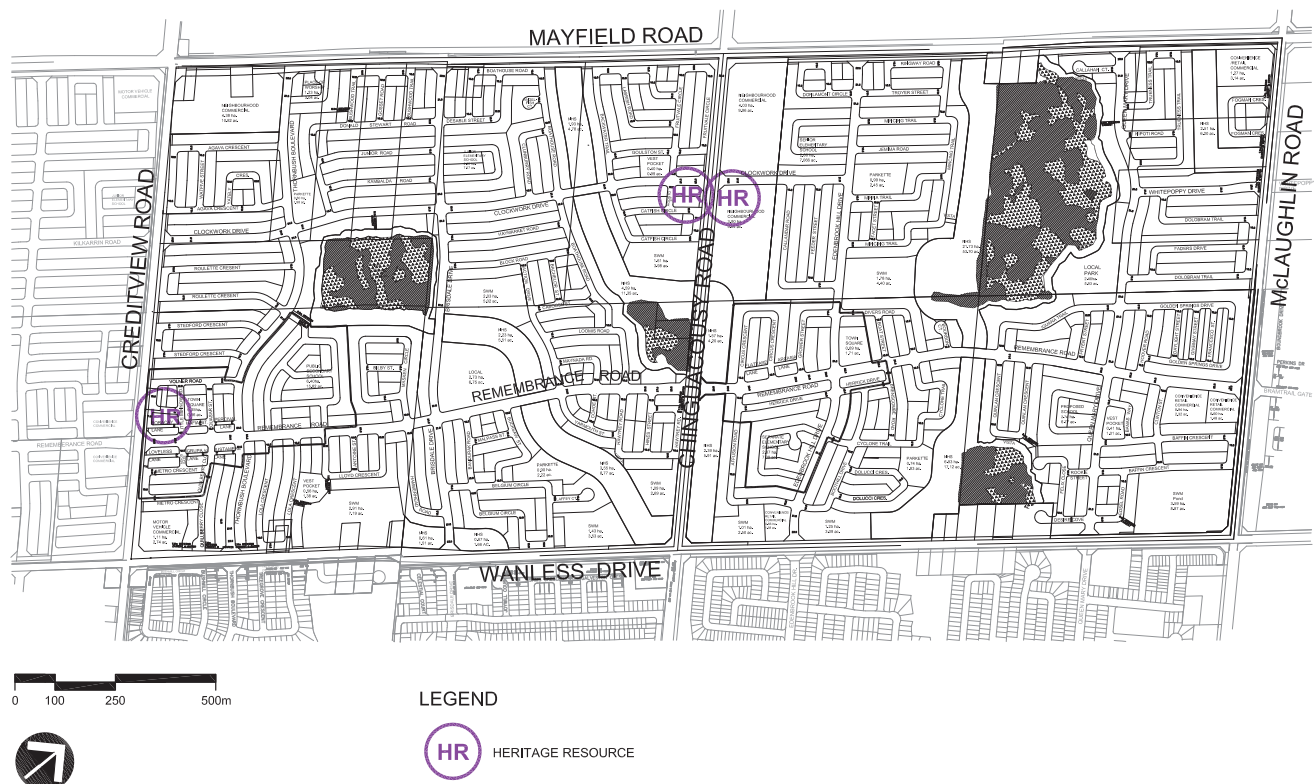


Fig. 3.1.13a - Mount Pleasant Block Plan 51-2 with Heritage Listed Resource locations.



11285 Creditview Road



11687 Chinguacousy Road



11690 Chinguacousy Road

*Fig. 3.1.13b - Images showing the 3 identified cultural heritage resources, the farmhouses of which will be integrated into the Alloa Green Community (source: Unterman McPhail Associates).*

## 3.2 Special Character Areas

Special Character Areas are defined as specific areas or components of the plan that are unique from a design perspective and significantly influence the character and orientation of the surrounding community. As an extension to the previously described Structuring Elements, Special Character Areas will greatly define the unique identity of Block Plan 51-2 from a land use and design standpoint, as it relates to both the community and neighbourhood scale and with respect to built form, streetscape and open space design.

There are several important features that are integral to the development of a unique character for this community and these are listed in the following and described in this section -

- Mixed-Use Nodes
- The Spine Road



*Fig. 3.2a - Conceptual image illustrating how a Special Character Area such as a Town Square within a Mixed-Use Node can establish a unique identity for Block Plan 51-2, in which the surrounding community can revolve and opportunities for residents to gather are provided.*



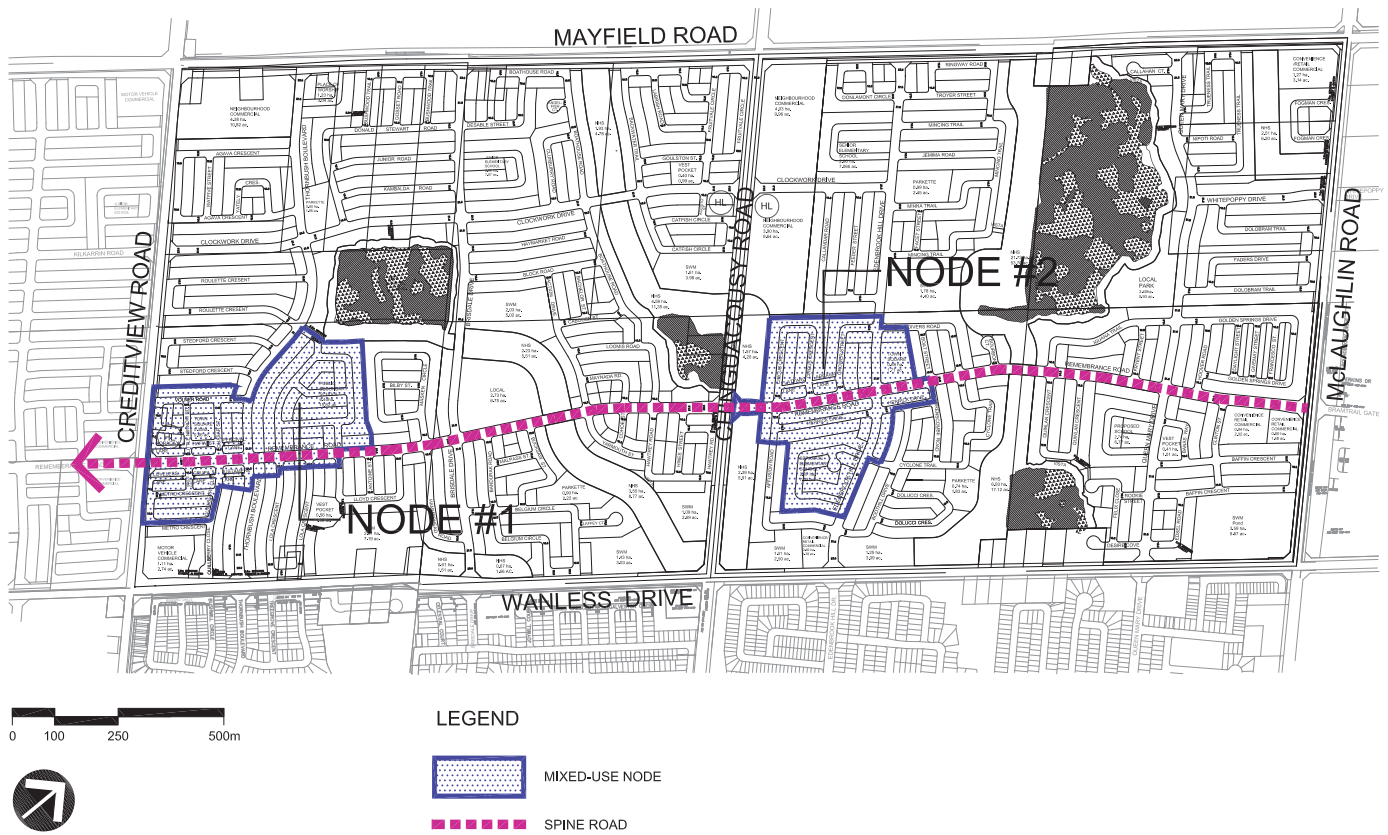


Fig. 3.2b - Mount Pleasant Block Plan 51-2 with Special Character Areas



### 3.2.1 Mixed-Use Nodes

A key component to achieving a truly transit-oriented, walkable urban community is the establishment of mixed-use nodes at key locations within the Mount Pleasant Community. These nodes play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods. They reflect an emerging typology within the City of Brampton that strives to achieve an increase in the qualitative livability of new developments through an emphasis on the use of public transit and walkability, leading towards a more sustainable, progressive and healthy environment.

A primary element to achieving properly integrated, populated nodes is the provision for community amenities at the local level within walking distance of the surrounding neighbourhoods, that will attract residents, workers and visitors for a variety of reasons and at different times of the day and week. Population densities will be increased within the node areas to provide the necessary base to ensure support for these amenities and the continued growth of transit ridership. Several initiatives will, therefore, be undertaken for each nodal area, including -

- The integration of a variety of public use facilities and amenities, including schools, potential retail/office/service space, parks and open spaces, and appropriately weave these features into the neighbourhood street fabric.
- The integration of medium density residential, including rear and front-loaded townhouses and potential live/work units and higher storey apartments, creating opportunities to explore non-typical architectural forms.
- Reinforcement of a walkable, urban village environment through smaller blocks and consideration for alternative street and lane configurations.
- Provision of strategically placed lay-by street parking to allow convenient access to neighbourhood amenities (retail/service uses, town square), as well as reduce the perceived scale and speed of the street.
- Upgrading the streetscape treatment to distinguish the character of the neighbourhood centre and to reflect the higher density, urban context.
- Developing a Town Square as the principal public amenity and focus for each node and the surrounding neighbourhoods.

Four mixed-use nodes have been identified for the entire Mount Pleasant Community (Block Plan Areas 51-1 & 51-2), all of which are located at key junctions along the Spine Road. Two of the nodes are described here as part of Block Plan Area 51-2, including -

- Mixed-Use Node 1 - Spine Road and Creditview Rd. (east half of the larger node which extends into Block Plan 51-1.
- Mixed-Use Node 2 - Spine Road, just east of Chinguacousy Rd.

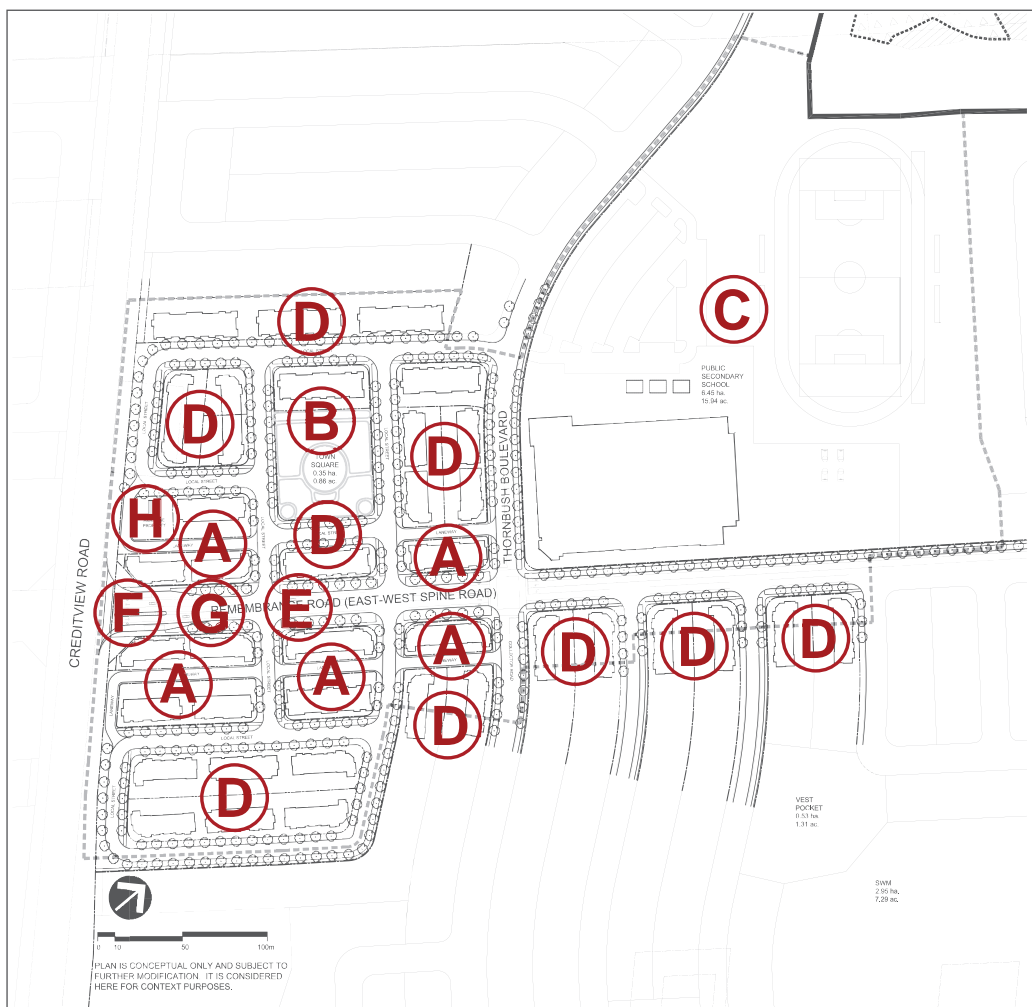


*Fig. 3.2.1a - Conceptual image illustrating mixed-use node with higher density built form, urban streetscape treatment with reduced building set-backs, and transit and cycling options.*

### 3.2.1.1 Mixed-Use Node 1 - Spine Road and Creditview Rd.

Key characteristics / recommendations include -

- Eastern half of a larger node area that extends west of Creditview Rd. within Block Plan 51-1.
- Integrates medium density residential - townhouse with allowance for ground floor retail/work space or potential for 3-6 storey mid-rise apartment.
- Town Square as the central focus for the node.
- Establish 'main street' character with reduced building set-back and principal access from Spine Road sidewalk and street parking.
- Lane based townhouse product enables potential adjacent lay-by parking along the Spine Road.
- Preserve a heritage designated farmhouse and integrate to function as a private residence.
- Street related built-form throughout.
- School building oriented towards node core for continuous built form at street edge.
- Alternative street / lane configuration - consistent with Block Plan 51-1, reconsider current standards related to intersection off-sets, turning movements and maintenance operations in order to achieve a uniquely urban, compact 'village' character.



#### SPECIAL CHARACTER FEATURES:

- A** LANE-BASED TOWNHOUSE W/ POTENTIAL TO CONVERT TO LIVE/WORK IN FUTURE
- B** TOWN SQUARE
- C** PUBLIC SECONDARY SCHOOL
- D** FRONT-LOADED TOWNHOUSE
- E** URBAN STREETScape TREATMENT
- F** GATEWAY
- G** PUBLIC TRANSIT JUNCTION
- H** HERITAGE RESOURCE

#### Note:

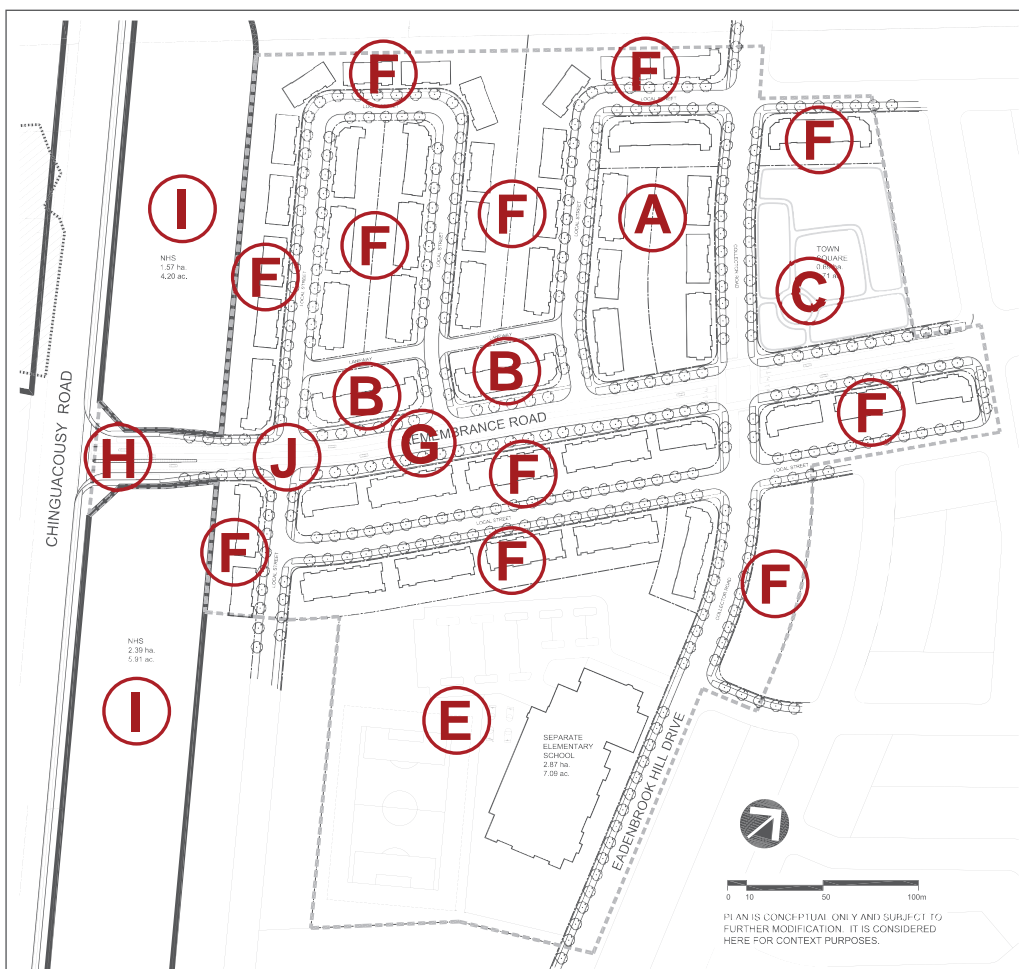
Final built form type and height / number of units will be subject to review and approval by the City of Brampton. Number of units will be stipulated by the Draft Plan submitted subsequent to Block Plan / CDG approval.

Fig. 3.2.1.1 - Mixed-Use Node 1 concept plan with special character features identified.

### 3.2.1.2 Mixed-Use Node 2 - Spine Road, east of Chinguacousy Rd.

Key characteristics / recommendations include -

- Create 'hamlet' character between the east and west open space channels.
- Integrates medium density residential - townhouse with allowance for ground floor retail/work space or potential for 3-6 storey mid-rise apartment.
- Town Square as the central focus for the node.
- Establish a 'main street' character with reduced building set-back and principal access from Spine Road sidewalk and street parking.
- Lane based townhouse product enables potential adjacent lay-by parking along the Spine Road.
- Street related built form throughout.
- School building oriented towards node core for continuous built form at street edge.
- Alternative street / lane configuration - consistent with Block Plan 51-1, reconsider current standards related to intersection off-sets, turning movements and maintenance operations in order to achieve a uniquely urban, compact 'village' character.
- Provide an appropriate streetscape treatment adjacent to the Chinguacousy Rd. channel that integrates and celebrates the view opportunities into the natural open space feature as a character element for the node.



#### SPECIAL CHARACTER FEATURES:

- A** MEDIUM DENSITY - TOWNHOUSE OR 3-6 STOREY MID-RISE APARTMENT
- B** LANE-BASED TOWNHOUSE W/ POTENTIAL TO CONVERT TO LIVE/WORK IN FUTURE
- C** TOWN SQUARE
- D** PARKETTE
- E** SEPARATE ELEMENTARY SCHOOL
- F** FRONT-LOADED TOWNHOUSE
- G** URBAN STREETScape TREATMENT
- H** GATEWAY
- I** NHS INTERFACE
- J** PUBLIC TRANSIT JUNCTION

#### Note:

Final height / number of units will be subject to review and approval by the City of Brampton. Number of units will be stipulated by the Draft Plan submitted subsequent to Block Plan / CDG approval.

Fig. 3.2.1.2 - Mixed-Use Node 2 concept plan with special character features identified.

### 3.2.1.4 Built Form

Mixed-Use Nodes will contain a range of residential, institutional and, potentially, commercial building types designed to create concentrated urban hubs of intensive pedestrian activity within the community. A variety of compact built typologies and styles will be provided in a manner that reinforces an attractive animated human-scale street zone and promotes an urban village main street character. Built form types for each node may include: front-loaded street townhouses, lane-based townhouses, live-work townhouses, mid-rise apartments and schools.

Refer to Section 3.4 Built Form Guidelines for design criteria for each of the building types and uses found within the Mixed-Use Nodes.

### 3.2.1.5 Landscape Guidelines

#### A. Non-Standard Treatment

##### Boulevard Treatment:

- Establish an urban streetscape treatment that considers alternative paving materials and street tree planting treatment, including decorative paving accents, tree grates and planters within the boulevard.
- Within the node, the proposed boulevard treatment shall transition from standard street trees in grass between curb and sidewalk, to a more urban hardscape treatment with the approach of the major intersection as appropriate to built form types. Tree grates (precast concrete covers or metal grates) with irrigated soil trenches, decorative paving accents and street furniture shall be sited to facilitate the anticipated higher pedestrian traffic for sidewalk areas adjacent to any live/work units, schools or higher density residential uses.
- Where required by retail, service or residential uses, ensure provisions for accessible pedestrian connections from the street level are integrated into the boulevard design.
- Where it is deemed feasible and beneficial to adjacent land uses, strategically integrate lay-by parking facilities adjacent to retail and service related amenities (i.e. live/work units). Refer to Fig. 3.2.2.2b and section showing layby parking adjacent to potential lane-based residential or live/work units.
- Bus stop locations should be integrated with the streetscape treatment, including the sizing of shelters that are appropriate to the boulevard width and respond to the street level uses of adjacent built form (refer to Fig. 3.2.2.2a).
- Where feasible, street trees should be supplemented with planted features on private property, particularly where tree planting opportunities may be limited by adjacent layby parking.

##### Crosswalks:

- Crosswalks at major intersections should be distinguished by an enhanced paving treatment.

##### Corner Treatment:

- Corners at major intersections shall be treated as important public features with gateway markers, decorative paving treatment, planting where feasible by sight-lines, and potentially street furniture, that is appropriate to the adjacent built form and doesn't impede pedestrian traffic or sight-lines.
- Opportunities may exist to provide unique privately-owned/publicly accessible amenity space at the corners to create an upgraded exterior space that combines with the adjacent boulevard area to provide an attractive, valuable outdoor amenity that will serve as an extension of the retail or service function at the corner. The treatment may consist of decorative paving and a hierarchy of planting within curb or seatwall planters.

##### Street Furniture:

- Street furniture (bench, waste receptacles, bike racks, bollards) shall reflect current City of Brampton

*Note: Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.*



standards, unless otherwise directed by new City street furniture initiatives.

#### Island Medians:

- Island medians proposed along the Spine Road at major intersections within the nodes taper to a maximum of 2.0m in width. Due to the narrow width, these are not suitable for planting and, therefore, alternative decorative paving treatment shall be considered such as impressed concrete, broom finished concrete with unit paver banding or borders, etc. Asphalt is not an appropriate paving treatment for these islands.
- Island medians of 5.0m widths may be proposed along segments of arterial roads (Creditview Rd., Chinguacousy Rd.) where appropriate. A 5.0m width will allow for tree planting, in which case, the City of Brampton requires that planting occur within a hard surface treatment using tree grates similar to those proposed within the Mixed-Use Nodes. Understory shrub planting is not recommended due to the typically harsh growing environment, as well as maintenance and access concerns. Automatic irrigation shall be installed for all tree planting within medians.

#### Utilities:

- Utilities along the Spine Road within the mixed-use nodes shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow within a typically compact public realm. Refer to Section 3.2.2.2 for additional guidelines specific to the Spine Road.

#### Town Squares:

- The proposed Town Squares within each node shall be designed as flexible public amenity spaces that mixes a combination of urban, hardscape treatment with planting and open grass areas. Each Town Square shall have at its main entry a seating amenity space that provides potential for a shade structure, decorative paving and street furniture (benches, waste receptacle, lighting). Refer to Section 3.3.5 *Neighbourhood Parks* for Town Square design criteria.

#### B. Standard Treatment

- All planting (boulevard, Town Square, Parkette) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Avoid planting conditions inherent in many urban environments, characterized by minimum soil volumes, poor soil structure, lack of irrigation and improper drainage.

In addition to relevant design criteria within Part VI - Site Planning and Built Form of the DDG, refer to Section



*Fig. 3.2.1.5a - Mixed-Use Nodes will be characterized by an urban streetscape treatment with built form oriented to the street.*

### 3.4.4 Design Criteria for Non-Standard Built Form Types of the CDG for built form guidelines.

The following figures illustrate the non-standard landscape / streetscape components that may be integrated into the public realm of the Mixed-Use Nodes.

Additional components applicable to the Mixed-Use Nodes are described in Section 3.2.2 The Spine Road of the CDG.

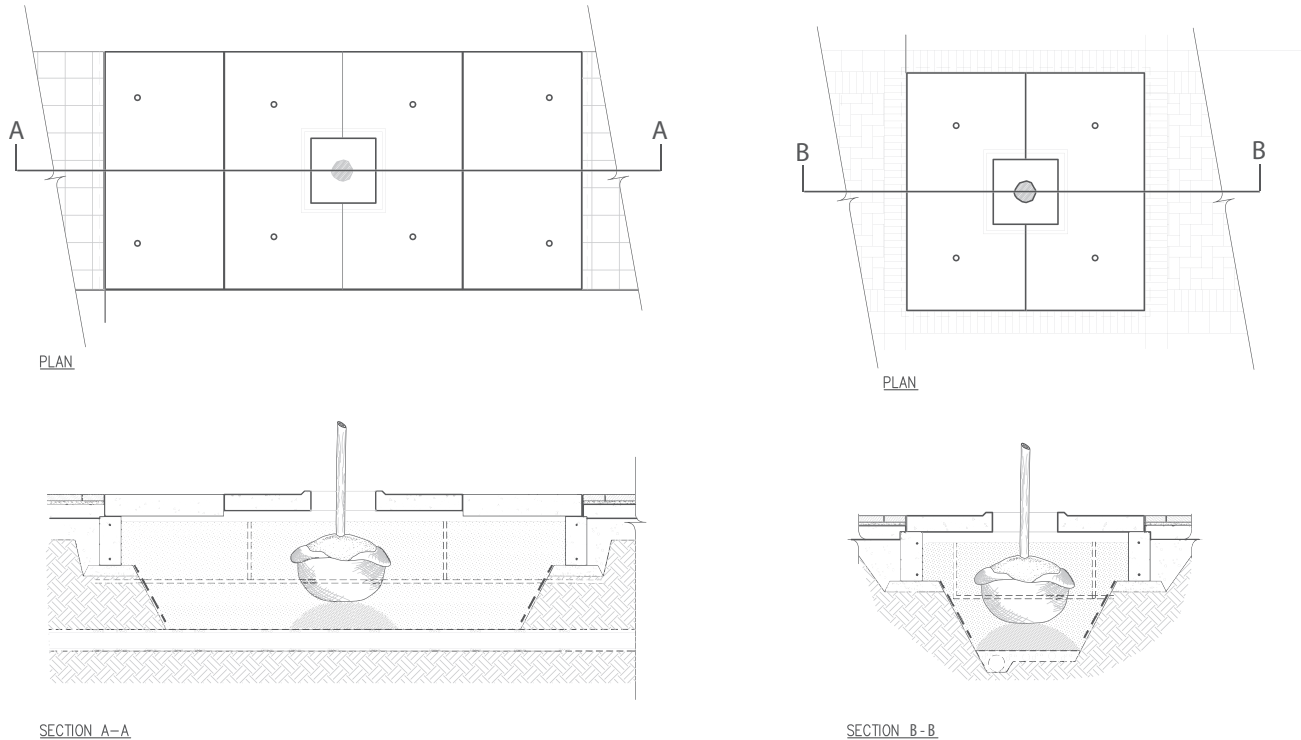


Fig. 3.2.1.5b - Street tree planting within the nodes will transition to a more urban hardscape treatment, with consideration for tree grates with irrigated soil trenches using LID techniques.

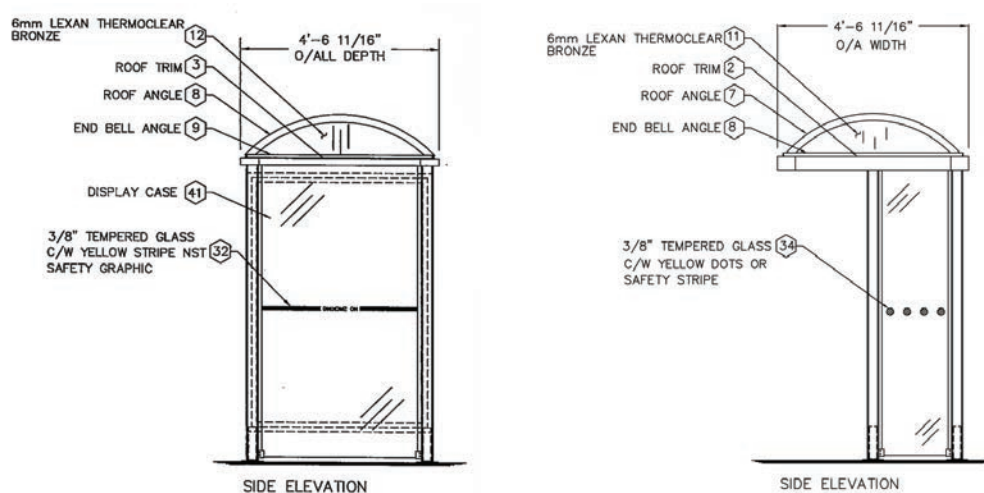


Fig. 3.2.1.5d - Narrow transit shelter option appropriate for compact boulevard widths with high pedestrian traffic within the mixed-use nodes. Option is an approved Brampton Transit standard developed by Daytech Limited).

### 3.2.1.6 Low Impact Development (LID) Standards

Low Impact Development (LID) generally refers to the practise of applying innovative techniques to managing urban stormwater, in order to reduce the reliance on conventional 'end-of-pipe' structural methods. The objective is to integrate stormwater controls with cost effective landscape features that attempt to replicate, as much as practical, the predevelopment site hydrology by using techniques that store, infiltrate, evaporate and detain runoff.

An important component of this approach is the adoption of water conserving irrigation techniques applied to proposed street trees within the urban boulevards of the mixed-use nodes, as well as any other features potentially utilizing irrigation (gateways. The treatment of these street trees includes tree grates (precast concrete or metal grates) with irrigated soil trenches (refer to Fig. 3.2.1.5b). Alternative to conventional practice, the use of LID techniques shall be explored to irrigate these trees without sourcing from potable water, as recently mandated by the Region of Peel. This may be achieved through the following -

- Conveying stormwater from ponds, along the street and to the irrigation system to feed into the tree pits;
- Consider run-off retention basins under the boulevard that can be diverted to the tree pits.
- Integrate structural soils or a modular suspended pavement system for a portion of the boulevard that can support permeable paving, allowing for increased infiltration, passive irrigation and an expanded rooting zone.

In addition to exploring and adopting appropriate LID standards, development applications shall make every effort to comply with the City of Brampton's Sustainable Community Development Guidelines.

### 3.2.2 The Spine Road (Remembrance Road)

The Spine Road is the central, character avenue for the Mount Pleasant Community, which links mixed-use nodes, neighbourhoods, open space amenities and public transit facilities. Its location as the central axis, responding in shape to the “inverted L” configuration of the community itself, ensures that the Spine Road will be within close proximity and accessible from all neighbourhoods. As the main internal local transit corridor, this proximity is essential in promoting the use of public transit for the entire community.

In creating a character avenue, the Spine Road will be distinguished through the streetscape treatment related to its components. What follows is a continuation of the elements and treatment described for the approved Block Plan 51-1 CDG -

- Some lay-by street parking opportunities within mixed-use nodes
- On-street bike lanes
- Urban boulevards and tree planting, including options for tree grates (precast concrete) for areas of expected high pedestrian traffic (i.e. boulevards adjacent to retail within the mixed-use nodes)
- Island medians with options for decorative paving
- Crosswalks at major intersections.
- Enhanced pedestrian crossings at key locations
- Street lighting with potential for hanging baskets and banners at key locations
- Street character transition from mixed-use nodes to standard boulevard treatment

From a built-form standpoint, the Spine Road will be defined by a variety of housing forms and densities, combined with a concentration of public use amenities found primarily within the strategically located mixed-use nodes. Right-of-way widths through the nodes reflect a more comfortable pedestrian scale with reduced building set-backs that frame the road, yet still balance cycling, transit and vehicular movement objectives.

With respect to the boulevards on the intersection approaches within the mixed-use nodes, the character of the Spine Road is intended to reflect an urban streetscape treatment appropriate to the built form found along it, responding to a greater level of pedestrian traffic associated with adjacent higher density residential, street related retail/service functions, public transit stops and open space amenities.

Outside the mixed-use nodes, the character of the Spine Road will be largely influenced by the variety of land uses that define its edges, including lane-based residential built form, front-loaded residential, residential flankage conditions, a public school, a local park and convenience commercial blocks. The treatment of these uses along the Spine Road interface is critical to establishing the character of the street. In particular, the treatment of the residential flankage conditions will strive to create built-form designs that are effectively oriented to the Spine Road (with driveways on the local street) that minimize the exposed impact of rear yards and associated fencing.

The Spine Road shall comprise the following right-of-way dimensions as related to location and land use characteristics -

- 29.5m - at major intersections within the mixed-use nodes.
- 29.0m - adjacent to layby parking integrated within the mixed-use nodes (where layby parking is considered for one side only, a 26.5m right-of-way may be contemplated).
- 24.5m - outside the mixed-use nodes and within where layby parking is not contemplated.

Refer to Figures 3.2.2.2a-d for conceptual typical plan and cross-section treatment related to the individual right-of-way examples. All proposed plan and cross-sections in this document are being evaluated in the context of the Transportation Study and Collector Road Environmental Assessment Study (BA Group) and may be subject to additional modification.



### 3.2.2.1 Built Form

Consistent with the approved Block Plan 51-2 CDG, built form along the Spine Road will be given special design consideration to ensure it maintains the transit-oriented design principles and responds appropriately to its location along this important community corridor. A noticeable intensity of built form and land use, including increased building height and decreased building setbacks will occur along the Spine Road as it passes through the Mixed-Use Nodes. Outside of the node areas, built form will occur as less intensive low/medium density housing forms and will occur primarily as residential flankage conditions. Innovative housing forms designed to limit exposure of garages and parking areas and to create attractive pedestrian friendly streetscapes through animated architecture will be a key component to the treatment of this Special Character Area.

Refer to Section 3.4.4.7 Dwellings Flanking Onto The Spine Road and 3.4.5.1 Dwellings Within Spine Road Character Area for further design guidelines.

### 3.2.2.2 Landscape Guidelines

#### A. Non-Standard Treatment

##### Boulevard Treatment:

- Boulevard treatment shall transition from standard street trees in grass between curb and sidewalk to a more urban hardscape treatment within the mixed-use nodes, with consideration for tree grates (precast concrete covers) with irrigated soil trenches, decorative paving accents, street furniture, etc. A regularly spaced row of canopy trees will be provided along the street line, either within a grass boulevard or hard surface treatment, depending on location or adjacent use.
- Boulevard treatment adjacent to layby parking within the mixed-use nodes shall comprise a hardscape treatment to facilitate frequent pedestrian connections between parked cars and the sidewalk.

##### Crosswalks:

- Crosswalks at key intersections shall be distinguished with an enhanced paving treatment (it is recommended that Streetprint XD or equivalent be specified, as a continuation of the same treatment used for Mount Pleasant Block 51-1).

##### Island Medians:

- Island medians proposed along the Spine Road at major intersections within the nodes taper to a maximum of 2.0m in width. Due to the narrow width, these are not suitable for planting and, therefore, alternative decorative paving treatment shall be considered such as impressed colour concrete, broom finished concrete with impressed concrete banding or borders, impressed coloured asphalt, etc. Asphalt is not an appropriate paving treatment for these islands. Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.

##### Flankage Conditions:

- In between nodes, the character of the Spine Road will be defined in part by the treatment of the flankage conditions. These flankage conditions shall include an upgraded 2.0m ht. acoustic wood fence element, designed in a simple, robust manner with solid components (refer to Fig.3.2.2.2m). Consideration shall be given to planted accents on the public side of the fence and a backdrop of pyramidal trees on the rear yard side, to provide additional ornamentation to the flankage. Maintenance shall be the responsibility of the homeowner.
- The flankage fence shall be located in between rear building edges to discourage future expansion of the fence by homeowners.
- Alternating flankage fence length resulting from a corresponding variation in built form type (rear extension into backyard or conventional form) shall lend some variety to the street character.

#### Street Lights:

- Street light components to be as per City standard. It is intended that the Spine Road will be distinguished by the use of the simple standard option octagonal street pole (polished concrete in black), with the standard communications style pole specified for all other local and collector roads, as approved by the City of Brampton, Works and Transportation.
- Threaded inserts shall be installed with all light poles to provide future opportunities for hanging baskets and banners, used to reinforce the Spine Road and the mixed-use nodes as Special Character Areas.

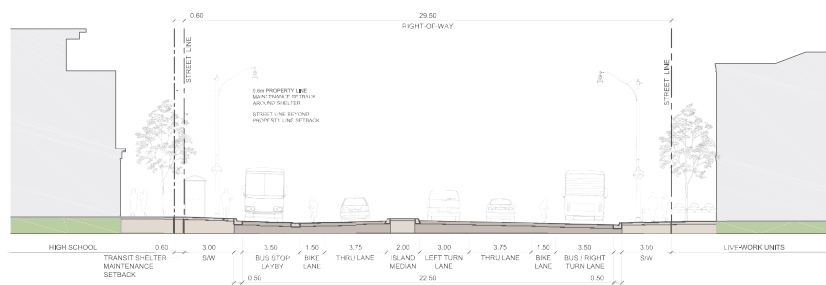
#### Utilities:

- Utilities along the Spine Road within the mixed-use nodes, as with all other streets within the community, shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow within a typically compact public realm.
- Preclude above-ground utility plant on boulevards within the immediate vicinity of the node intersections (and as much as possible along the Spine Road) and community or neighbourhood gateway locations by utilizing side streets for utility plant locations, and rear lane or ganged end-wall service entrances for buildings near the nodes.
- Avoid siting above-ground utility plant within the immediate vicinity of important landscape amenity features such as park entry features, pond lookouts or other areas designed to promote the congregation of people.
- Where appropriate to land use (e.g. commercial, apartment and school blocks) transformers or large utility boxes are to be located strategically within the blocks and/or screened with landscape material, thereby minimizing exposure to public spaces.
- Where practical, locate below and above-ground utility plant within boulevards to maximize street tree planting opportunities.
- Easements will be utilized for utility plant on public or private lands where appropriate.

#### B. Standard Treatment

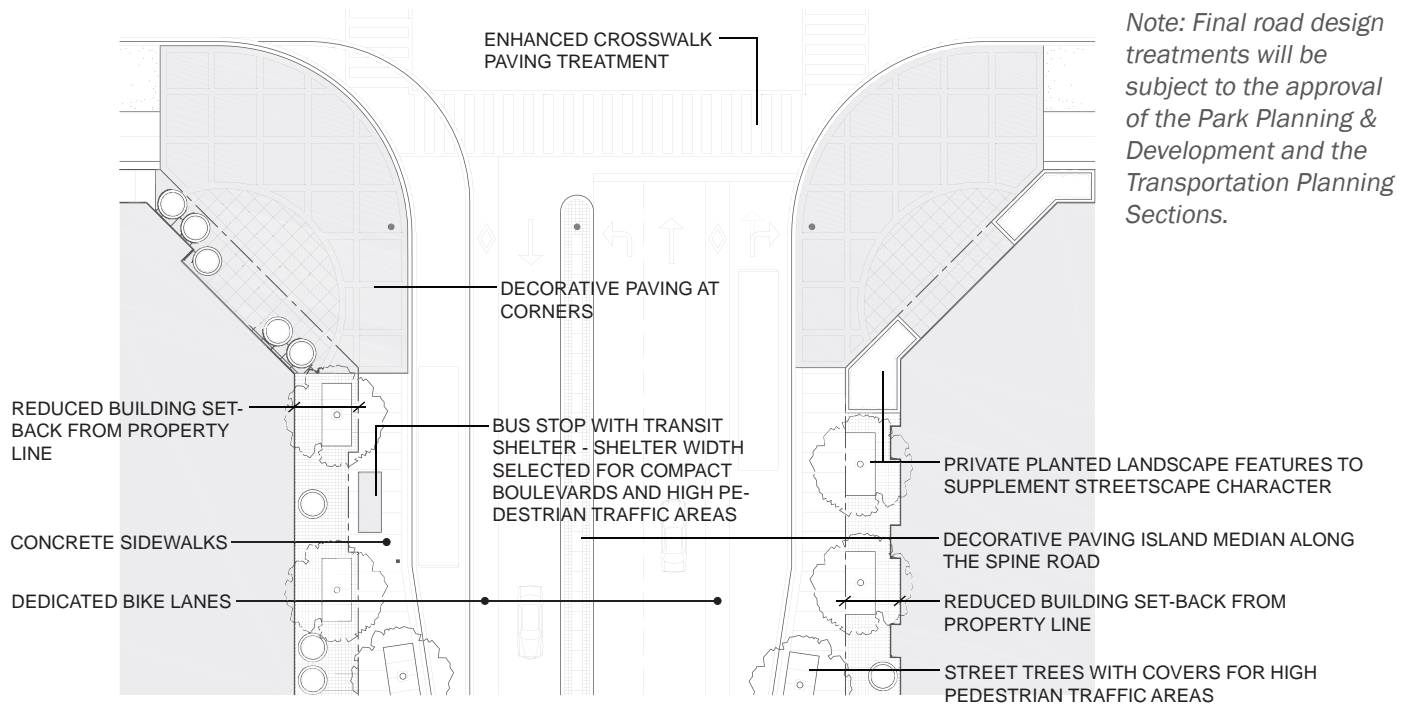
- All street tree planting shall comprise species tolerant of urban conditions with an emphasis on native species. Avoid planting conditions inherent in many urban environments, characterized by minimum soil volumes, poor soil structure, lack of irrigation and improper drainage.

In addition to relevant design criteria within Parts IV, V and VI of the DDG, refer to Section 3.4.5 Priority Lots of the CDG for built form guidelines. As well, all proposed cross sections in this document are being evaluated in the context of the Transportation Study and Collector Road Environmental Assessment Study (BA Group) and may be subject to additional modification. Proposed standards approved within the Transportation Study will govern over those identified in the CDG.



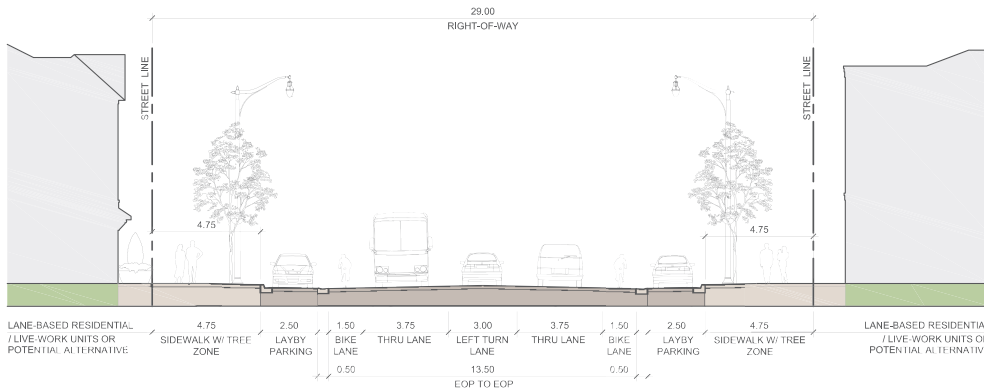
NOTE:  
REDUCED BUILT FORM SETBACKS  
WILL OCCUR ALONG THE SPINE  
ROAD AS IT PASSES THROUGH THE  
MIXED-USE NODES.  
SPECIFIC SETBACK DISTANCES TO  
BE DETERMINED THROUGH THE  
APPLICABLE ZONING BY-LAW.

A LARGER VERSION OF THIS  
CROSS-SECTION CAN BE FOUND IN  
APPENDIX 5.1.



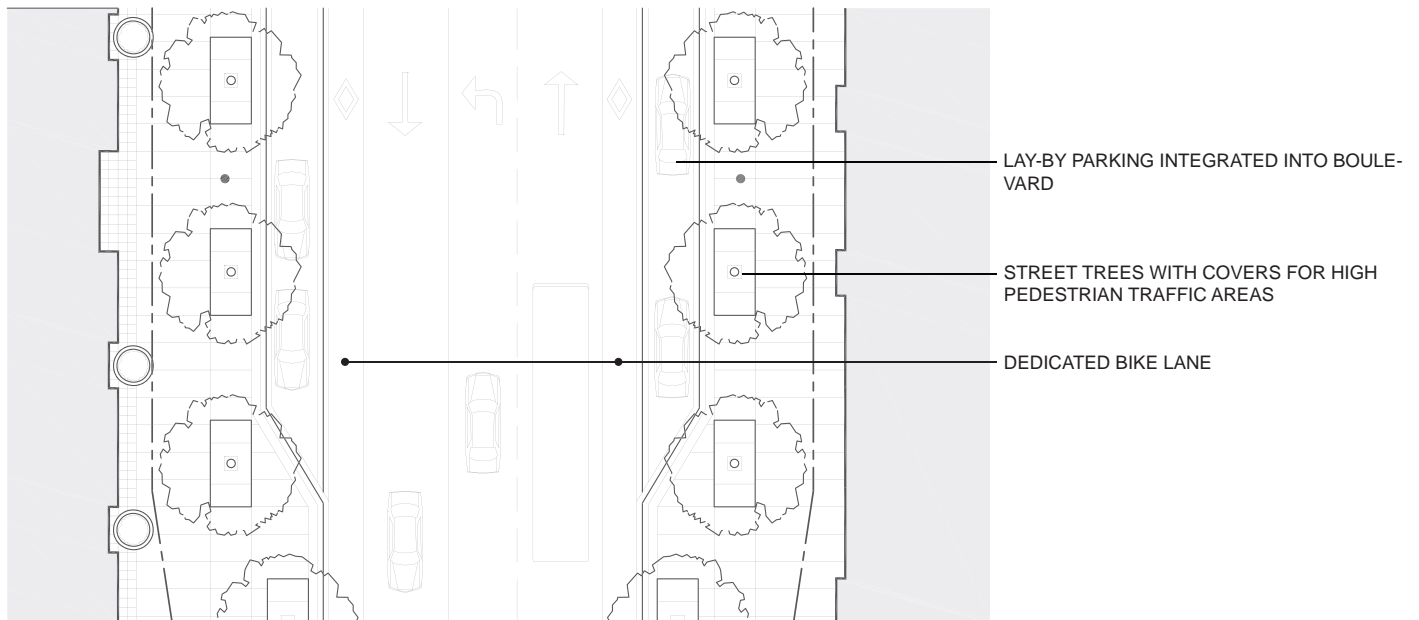
*Note: Final road design  
treatments will be  
subject to the approval  
of the Park Planning &  
Development and the  
Transportation Planning  
Sections.*

*Fig. 3.2.2.2a - Typical Spine Road treatment (29.5m R.O.W.) at a major intersection within mixed-use nodes. Reflects an urban streetscape treatment with reduced building setback, hard surface streetscape treatment and bike lanes.*



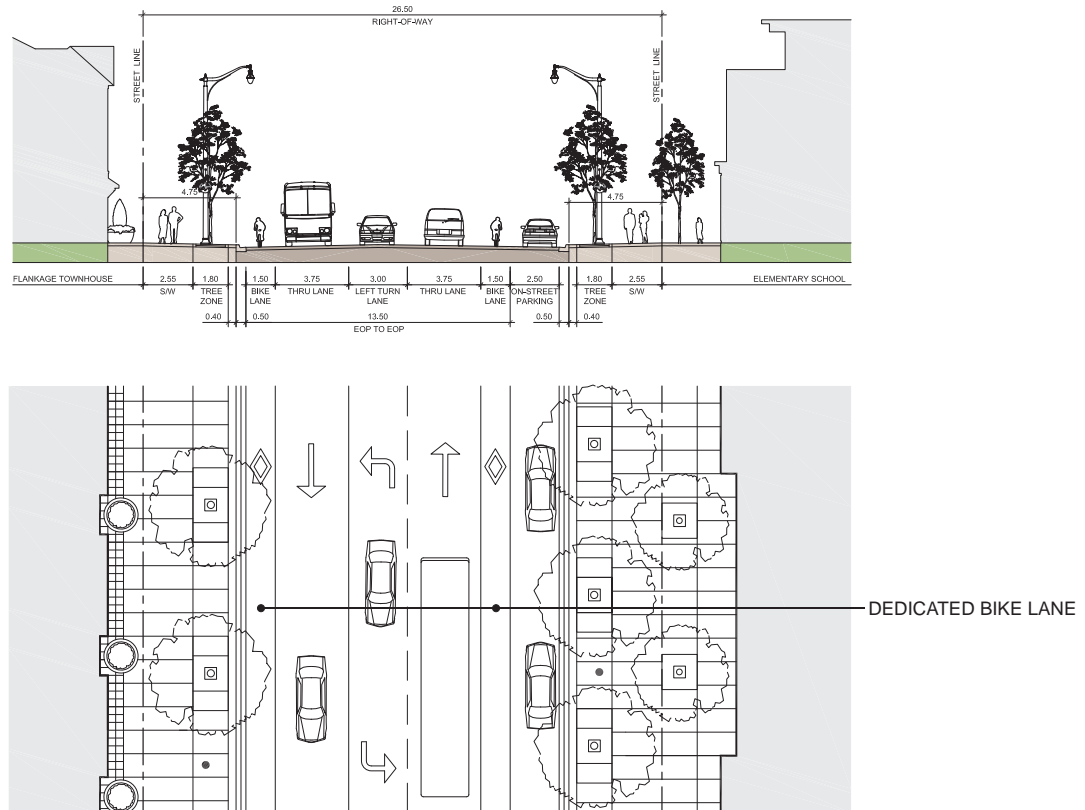
NOTE:  
REDUCED BUILT FORM SETBACKS  
WILL OCCUR ALONG THE SPINE  
ROAD AS IT PASSES THROUGH THE  
MIXED-USE NODES.  
SPECIFIC SETBACK DISTANCES TO  
BE DETERMINED THROUGH THE  
APPLICABLE ZONING BY-LAW.

A LARGER VERSION OF THIS  
CROSS-SECTION CAN BE FOUND IN  
APPENDIX 5.2.



*Fig. 3.2.2.2b - Conceptual typical Spine Road treatment (29.0m R.O.W.) within mixed-use nodes. Reflects an urban streetscape treatment with reduced boulevard width, lay-by parking integrated into boulevard allowance, hard surface streetscape treatment and bike lanes.*





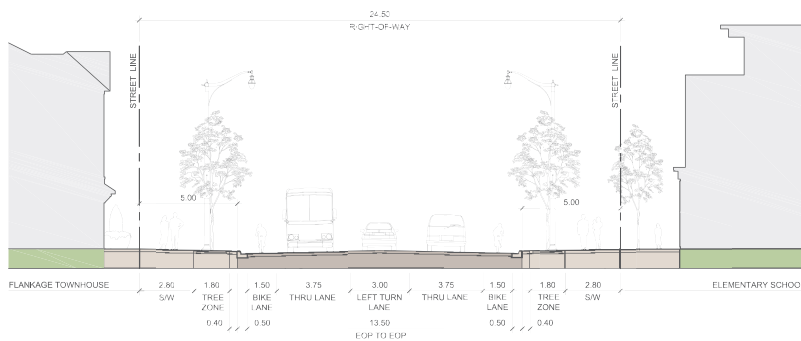
*Fig. 3.2.2.2c - Conceptual typical Spine Road treatment (26.5m R.O.W.) within mixed-use nodes with hard urban streetscape treatment, bike lanes and dedicated on-street parking on one side.*



*Fig. 3.2.2.2d - Dedicated on-street parking may be considered within a 26.5m right-of-way to provide better access options to adjacent built form uses. The parking lane shall be on one side of the street and shall not impact the dedicated bike lane function.*



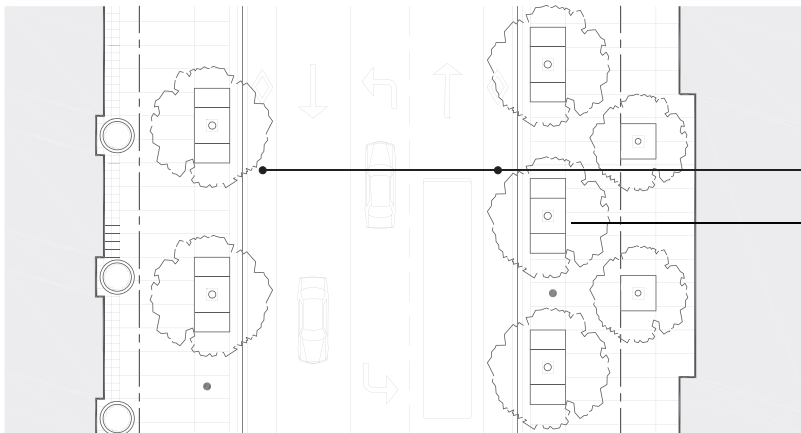
*Fig. 3.2.2.2e - Conceptual image of a collector road similar in lane configuration to the proposed Spine Road (curb to curb) showing two vehicle lanes, a centre left turn lane and curbside bike lanes.*



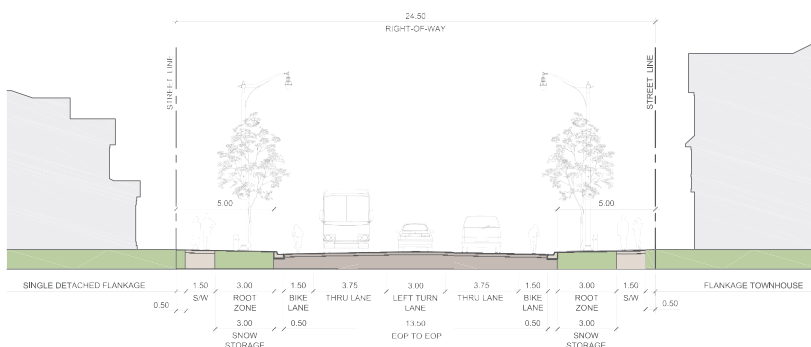
NOTE:  
REDUCED BUILT FORM SETBACKS  
WILL OCCUR ALONG THE SPINE  
ROAD AS IT PASSES THROUGH THE  
MIXED-USE NODES.  
SPECIFIC SETBACK DISTANCES TO  
BE DETERMINED THROUGH THE  
APPLICABLE ZONING BY-LAW.

A LARGER VERSION OF THIS  
CROSS-SECTION CAN BE FOUND IN  
APPENDIX 6.1.

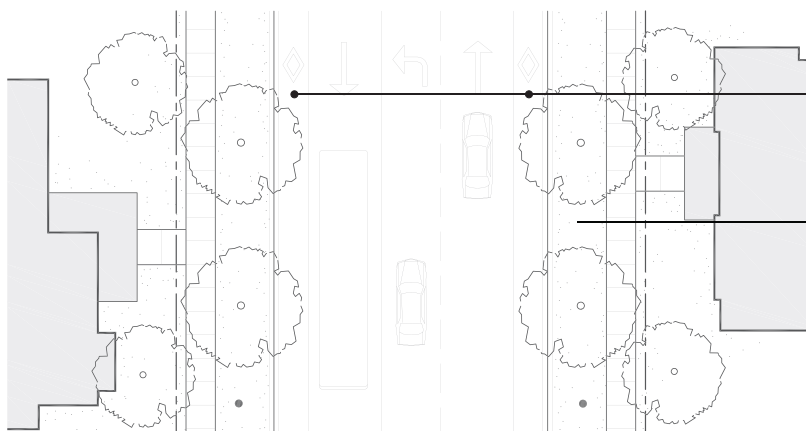
*Note: Final road design treatments  
will be subject to the approval of the  
Park Planning & Development and the  
Transportation Planning Sections.*



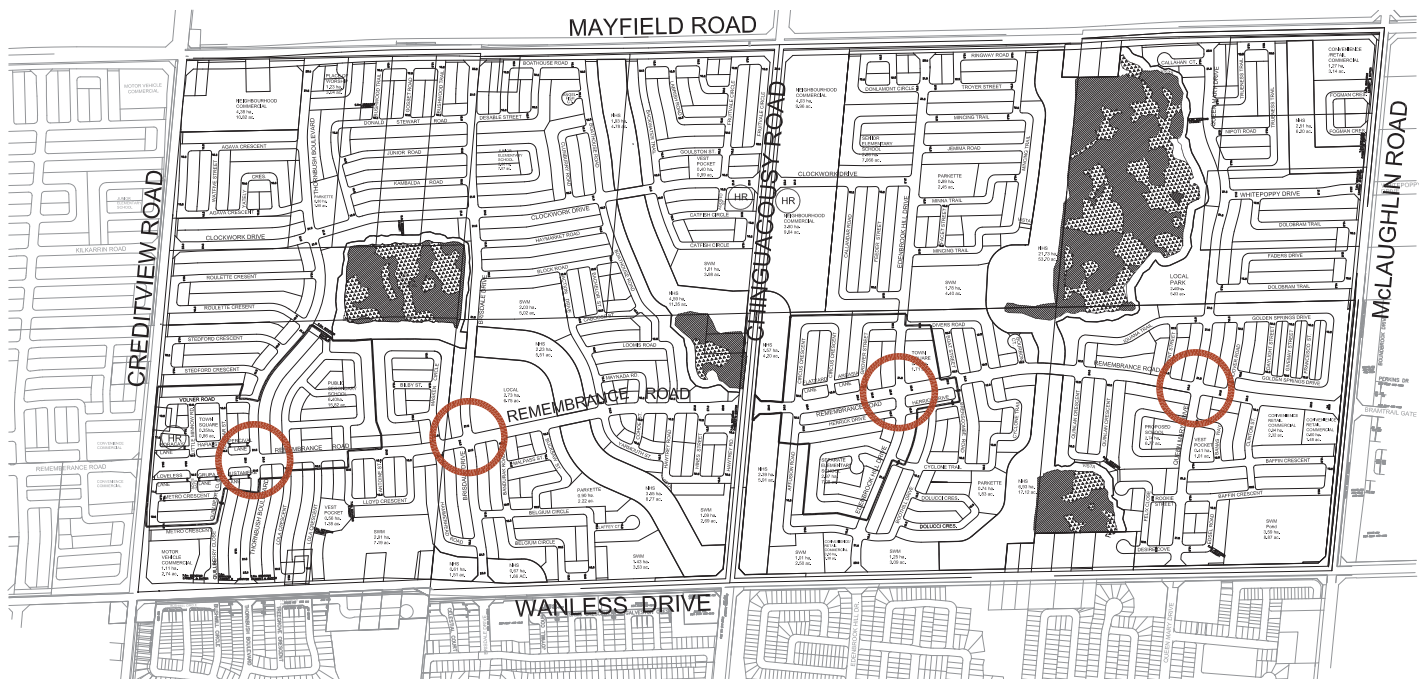
**Fig. 3.2.2.2f- Conceptual typical Spine Road treatment (24.5m R.O.W.) within mixed-use nodes with hard urban streetscape treatment and bike lanes.**



A LARGER VERSION OF THIS  
CROSS-SECTION CAN BE FOUND IN  
APPENDIX 6.2.



**Fig. 3.2.2.2g - Conceptual typical Spine Road treatment (24.5m R.O.W.) between mixed-use nodes with street trees in grass boulevards and bike lanes.**



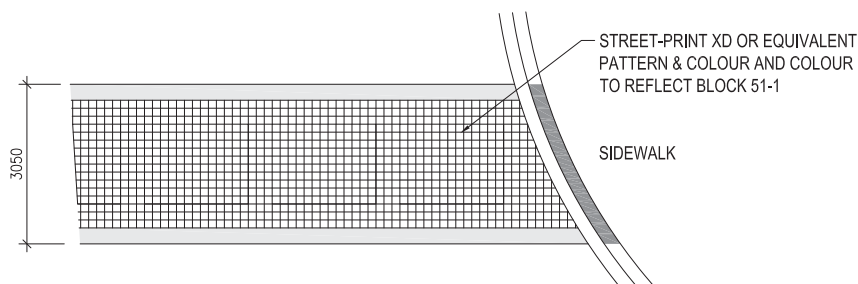
#### LEGEND



Note: Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.

Fig. 3.2.2.2h - Mount Pleasant Block Plan 51-2 with Proposed Enhanced Crosswalk Locations integrated at key intersections along the Spine Road (Remembrance Road).

Fig. 3.2.2.2i - Conceptual plan of enhanced crosswalk paving, intended to continue with the same treatment as established for Block 51-1.



OPTION A - BROOM FINISHED CONCRETE PAVING



OPTION B - BROOM FINISHED CONCRETE WITH IMPRESSED CONCRETE PAVER BAND



OPTION D - IMPRESSED COLOUR CONCRETE PAVING

Fig. 3.2.2.2j - Conceptual 2.0m wide island median paving options along the Spine Road at major intersections within the mixed-use nodes. As an alternative to broom finished concrete, decorative paving will be considered to enhance the streetscape character at these important community junctions. Asphalt paving of the islands is not acceptable.

### Option 1

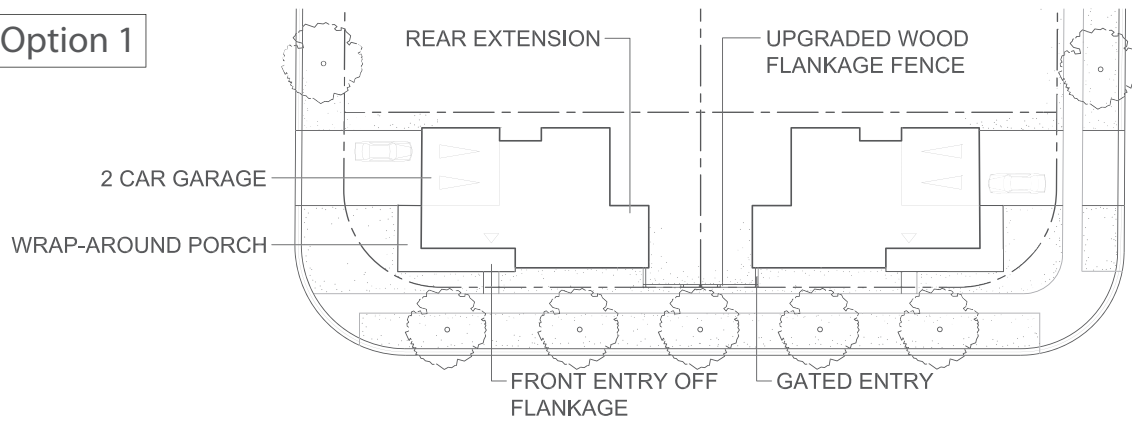


Fig. 3.2.2.2k - Conceptual flankage Treatment Option 1 - built-form with rear extension and upgraded wood acoustic flankage fence. Rear extension increases architectural exposure and reduces the length of flankage fencing.

### Option 2

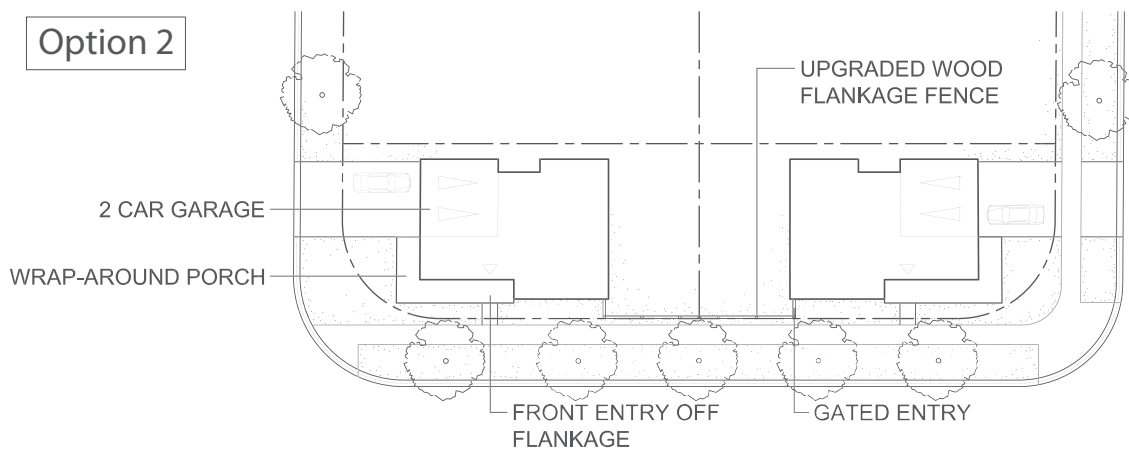


Fig. 3.2.2.2l - Conceptual flankage Treatment Option 2 - conventional built-form with upgraded wood acoustic flankage fence.





Fig. 3.2.2.2m - Conceptual example of upgraded 2.0m ht. wood acoustic flankage fence to be designed in a simple, robust manner with solid components.

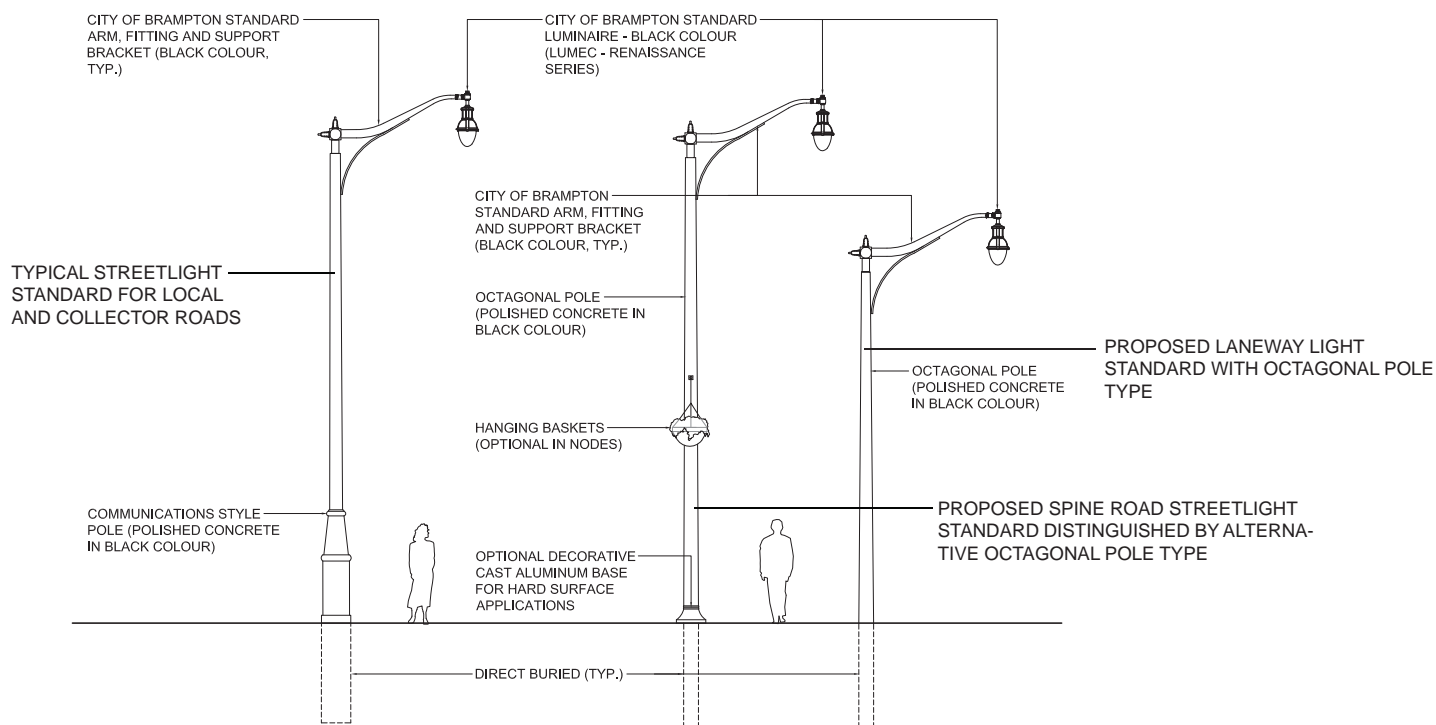


Fig. 3.2.2.2n - Consistent with Block Plan 51-1, street light standards proposed for all roads within Block Plan 51-2 except the Spine Road will reflect the City of Brampton standard with communications style pole and Lumec Renaissance series luminaire (in black). Light standards along the Spine Road will integrate a unique, simple octagonal pole with similar luminaire to help distinguish the road as the character avenue for the community. An optional decorative cast aluminum base is specified for hard surface applications (within paved surfaces). Light standards within laneways will similarly integrate the octagonal pole option. All proposed street light standards are subject to approval by the City of Brampton, Works & Transportation.

## 3.3 Landscape Guidelines

Beyond the designation of 'Special Character Area', there are several components of the Mount Pleasant community that is planned, designed and shall be developed with a unique approach that is specific to Block Plan 51-2 and is not fully addressed in the City of Brampton's Design Development Guidelines. These components include -

- Trails and Pathways Network
- Views and Viewsheds
- Commercial Blocks
- Gateways
- Neighbourhood Parks
- Stormwater Management Ponds
- Commercial Blocks

The following section 3.3 Landscape Guidelines provides a description of these components and the importance within the development of the community.

### 3.3.1 Trails and Pathways Network

The proposed trails and pathways network has been integrated into a contiguous system with the already established City of Brampton Trails and Pathways Master Plan Designations. These designations are defined as follows -

#### Mount Pleasant Community Trails Plan

- Multi-use Recreation Path - 3.0m wide off-road routes that accommodate cyclists, pedestrians and in-line skaters. This is consistent with the City's Class I Pathway (Multi-Use Path) designation.
- The Spine Road (on-street bike lane) - 1.5m wide lane that accommodates cyclists only and requires pavement markings within the roadway, separating cyclist from driver. This is consistent with the City's Class II Pathway designation.
- Signed Bike Route - Roadways specifically signed to encourage cycle use. This corresponds with the City's Class III Pathway (Signed Route) designation.
- Green System Trails - Trails found within Natural Heritage System areas or introduced natural features, such as woodlots, buffers, stormwater management ponds and channels, typically composed of screenings material, but with provisions for asphalt and woodchip trail options, depending on site context and anticipated use. Green system trails shall be located no closer than 6.0m from the rear property line.

#### 3.3.1.1 Landscape Guidelines

##### A. Planning and Siting

There are several broad objectives to the planning and siting of the trails and pathways network for the Block. These include -

- Trails and pathways network should provide pedestrian linkages that facilitate the continuity of the City and Community-wide Pathway Network, enhance the continuity of the City's Open Space System, and provide access to recreational opportunities within each neighbourhood.
- Provide potential linkages to the main existing network of trails found in the City of Brampton (Etobicoke Creek Trail, Chinguacousy Trail, Professor's Lake Trail) and the local trail system.
- Connect to key destinations such as schools, the Credit River Valley, Cassie Campbell Community Centre, the Mount Pleasant GO Station and Downtown Brampton.
- Mitigate potential impacts to the designated Natural Heritage System as the primary criterion for proposed trail locations.
- Adequate buffers between residential property limits and proposed trails will be addressed through the final approval of future development applications.

## B. Elements

The designated trails and pathways for Mount Pleasant may incorporate the following elements to encourage use and safety -

- Preference should be given to using a material that is permeable, requires minimal maintenance and does not require extensive base preparation, potentially damaging root systems.
- Evaluated on a site by site basis, pedestrian lighting within park paths, at trail entrances (when close to school routes) or window streets may be considered.
- Entry markers at trailhead locations for proposed NHS crossings to make points of entry more identifiable.
- Signage information encouraging trail users to stay on path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as to inform that trails may be developed to a standard (screenings) that does not support winter maintenance.
- Benches and waste receptacles at accessible key points along the trails.

## C. Integration of Trails within the Natural Heritage System

While the Natural Heritage System can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails and pathways. Proposed trails and pathways will be appropriately located and designed to respect significant hazards or sensitive features and functions. Generally, the trails will be located along three north-south corridors spanning Block Plan 51-2, as well as woodlot buffers and channel crossings. Vehicular and pedestrian crossings shall be provided at key locations, associated with the Spine Road/collector road. Mitigation measures will be undertaken to eliminate and/or minimize any impacts to natural features and/or functions and restore and enhance those local areas that may be affected by the crossings.

The design of trails shall be composed of screenings material, unless otherwise specified by the City of Brampton. In order to mitigate potential impacts to the NHS, some flexibility with the dimension of the trail width and setbacks may be required.

## D. Pedestrian Crossings within the NHS

In addition to the opportunities provided by the four internal road crossings and the perimeter arterial road crossings, three pedestrian-only bridge crossings are proposed for the north-south NHS corridors (refer to Fig. 3.3.1.1a for locations). The bridge crossings are strategically located to provide vital linkages to community amenities (parks) and the trail network from a broader neighbourhood catchment area.

All proposed internal road crossings, including the Spine Road and the collector road to the north, west of Chinguacousy Rd., are situated at advantageous neighbourhood crossing points with appropriate spacing from arterial road crossings.

The combination of road and bridge crossings serve as valuable pedestrian linkage opportunities and are a key component of walkable communities, which encourages pedestrian activity while managing impacts to sensitive woodlands and wetlands.

There is an opportunity to provide an additional pedestrian crossing of the NHS from the Local Park located at the northeast corner of Brisdale Drive and Remembrance Road to Action Drive on the north side of the channel. Should the developer wish to provide the connection and fund its installation as a value added community amenity, the City would not oppose the initiative.

## E. Transition of Multi-Use Trail through Mixed-Use Node

The transition of the Class 1 multi-use trail along Creditview Rd. will need to be considered within the mixed-use node. Outside of the node, the 3.0m wide asphalt trail will be located adjacent to the curb within the boulevard on one side of the roadway, separated from the adjacent sidewalk by a grass boulevard with street trees. As it enters into the node, the trail will continue along the curb, but will potentially be situated adjacent to an expanded sidewalk and hard surface boulevard. This predominantly hard surface boulevard treatment may be characterized by urban streetscape elements such as trees in grates and planters and will be in close proximity to built form with reduced set-backs such as townhouses associated with the medium density designation. The result is the integration of a multi-use trail into a more urban, dense and heavily pedestrianized environment.

The following elements should be considered when implementing this transition -

- Provide a recognizable edge between the multi-use trail and the adjacent sidewalk to discourage cyclists from straying onto pedestrian sidewalk zones. This edge could be a colour and/or textural change (i.e. impressed asphalt/concrete, unit paver edge, etc.).
- Provide trail signage outside the nodes indicating that a more dense pedestrian environment is ahead and that cyclists should reduce speeds accordingly and yield to pedestrians as required.
- Provide signage indicating that cyclists should dismount at intersection crossings. This could be coupled with a colour or textural change within the trail at the intersection to emphasize the dismount requirement.

## F. Trail Crossings for Arterial / Collector Roads

Trail crossings at mid-block road locations at non-controlled intersections are currently not supported by the City of Brampton. Until changes to the Highway Traffic Act regarding mid-block crossings are enacted, pedestrians and cyclists will be directed to the nearest controlled intersection for all road crossings. However, where the nearest controlled intersection is considered to be located too far for it to be a viable trail crossing point, the feasibility for a mid-block signalized pedestrian crossing should be addressed (e.g. trail crossing at Brisdale Dr.) It should be noted that the Green System Trail located west of Chinguacousy Road is also a future primary trail connection into Caledon (north of Mayfield Road).

The following design criteria shall be applied:

- The NHS trail shall terminate at the sidewalk/Class 1 trail within the right-of-way and a 5.0m wide area of reinforced sod or paving shall be provided in the boulevard for maintenance access.
- On the west side of Chinguacousy Road, a 3.0m asphalt walkway connects from the end of the Green System Trail to Remembrance Road to ensure the safety of users.
- P-gates to be provided beyond the street line within the open space block.
- Pedestrian/cyclist warning and wayfinding signage to be erected within the open space blocks, not within the road right-of-way. Wayfinding signage that identifies the distance to the nearest controlled intersection and dismount bicycle signs are to be provided (note: both signs are to be mounted on the same post).
- Should the nearest controlled intersection be too far for it to be a viable pedestrian crossing, the feasibility for a signalized pedestrian crossing may be considered.

The proposed location and alignment of the pathways, trails and bike lanes for Block Plan 51-2 are outlined in Fig. 3.3.1.1a. For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 2.3 Multi-Use Trail System of the DDG. As well, all proposed pathways in and adjacent to the NHS reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to these pathway locations in the CDG may occur as a result of the review of the EIR.

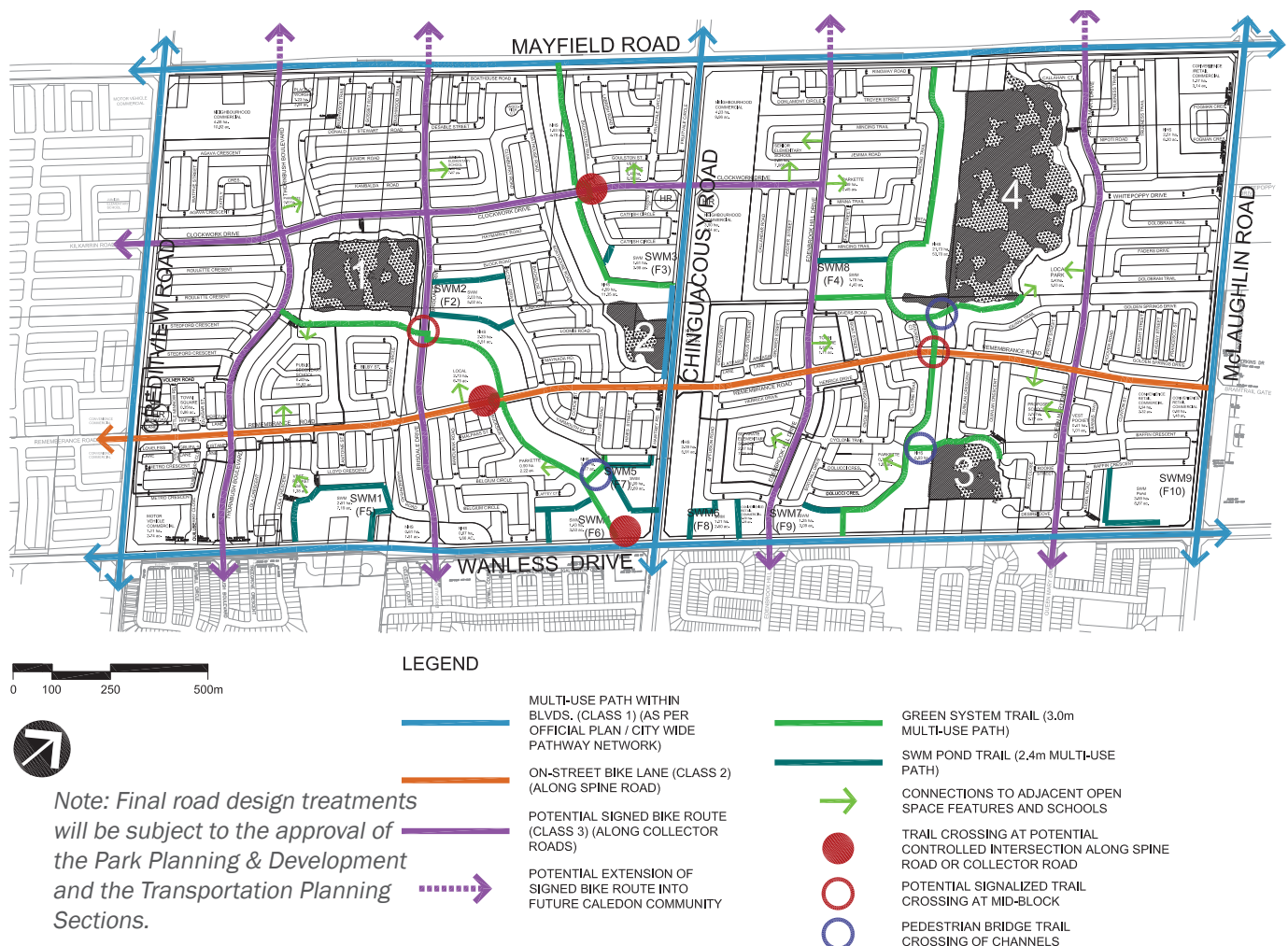
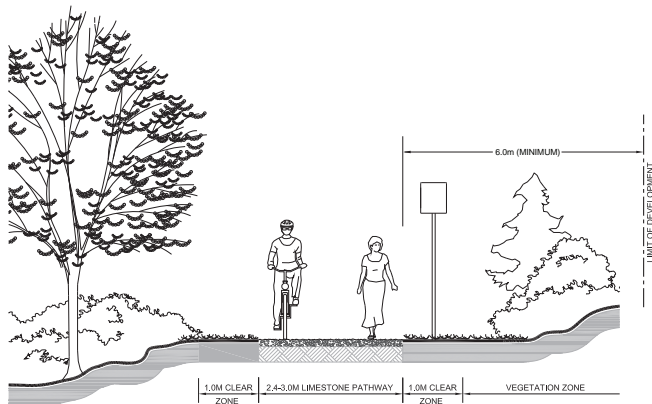
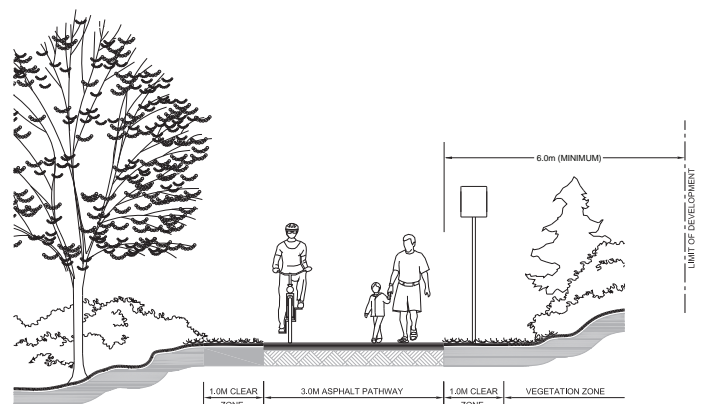


Fig. 3.3.1.1a - Mount Pleasant Block 51-2 with the proposed location and alignment of the pathways, trails and bike lanes.



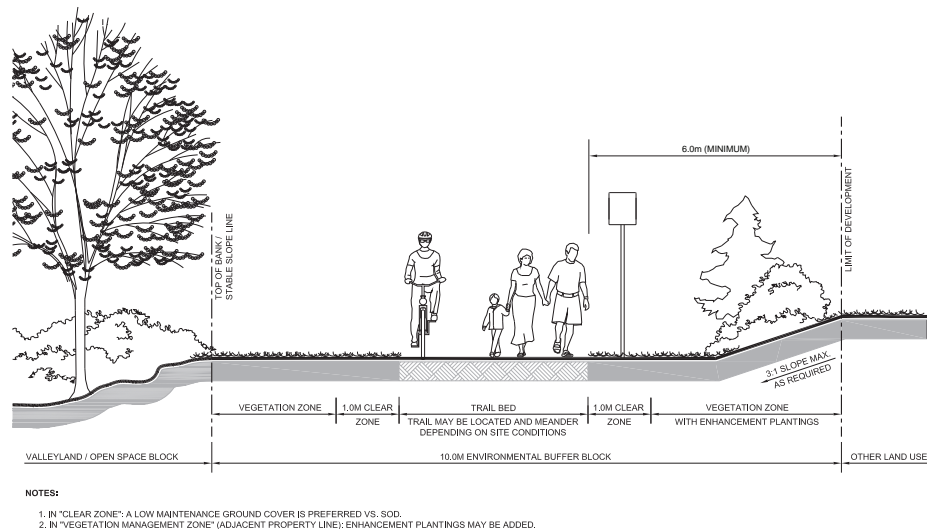


**SECONDARY TRAIL SECTION**  
(City of Brampton draft standard)

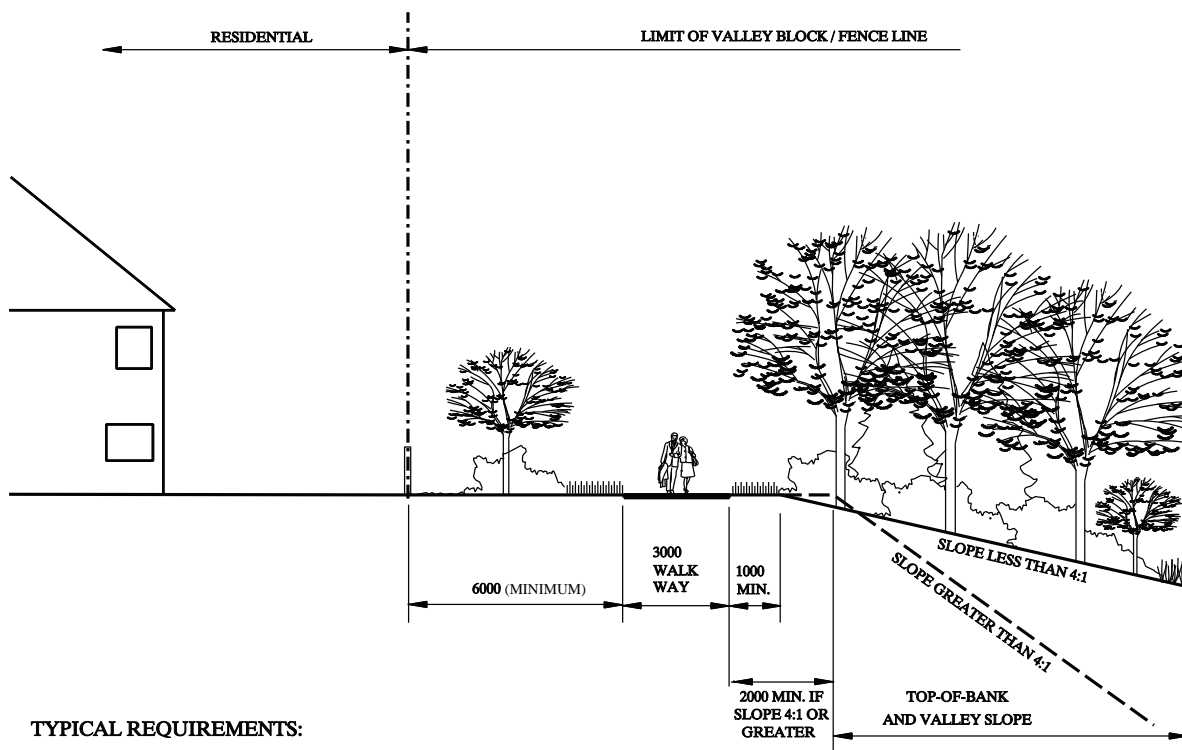


**PRIMARY TRAIL SECTION**  
(City of Brampton draft standard)

*Fig. 3.3.1.1b - Although typically 3.0m wide and composed of screenings material, the Green System Trails designation may consider 2 types, Primary Trails and Secondary Trails, depending on site context and anticipated use.*



*Fig. 3.3.1.1c - Proposed trail requirements within 10m environmental buffer block*  
(City of Brampton draft standard)



#### TYPICAL REQUIREMENTS:

1. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE REPLANTED TO THE CITY'S SATISFACTION
2. FOR WALKWAY CONSTRUCTION SEE DETAIL 511 (TYPICAL ASPHALT WALKWAY)
3. ALL SHRUBS ARE TO BE PLANTED IN CONTINUOUS BEDS. INDIVIDUAL SHRUB BEDS ARE TO BE SEPARATED BY MINIMUM 3.0 M
4. ALL SHRUB BEDS ARE TO HAVE A MINIMUM SETBACK OF 2.0 M FROM WALKWAY EDGE
5. ALL TREES ARE TO HAVE A MINIMUM SETBACK OF 3.0 M FROM WALKWAY EDGE
6. BUFFER WIDTHS OF 3.0 TO 6.0 M BETWEEN RESIDENTIAL LOT LINES AND WALKWAY EDGES REQUIRE THE APPROVAL OF THE CITY OF BRAMPTON AND WILL ONLY BE ENTERTAINED FOR SHORT STRETCHES WHERE SEVERE TOPOGRAPHY POSES LIMITATIONS
7. ALL MEASUREMENTS ARE IN MILLIMETERS UNLESS STATED OTHERWISE

Fig. 3.3.1.1d - Proposed trail requirements for valleyland and SWM channel facilities.



Fig. 3.3.1.1e - Image example of a pedestrian bridge crossing within the NHS with standard prefabricated steel structure and wood decking.

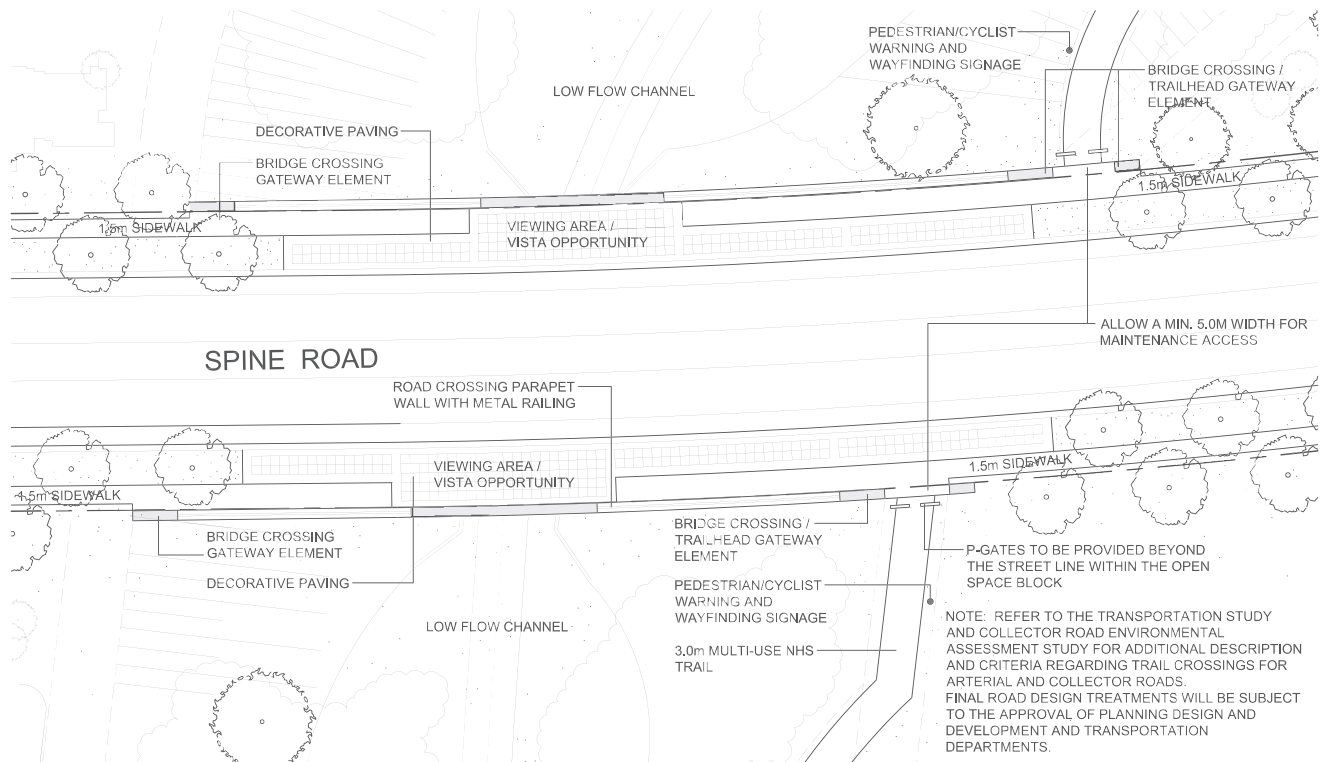


Fig. 3.3.1.1f - Conceptual plan option of trail treatment at collector roads, as well as bridge crossing treatment and viewing opportunity.

Note: Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.

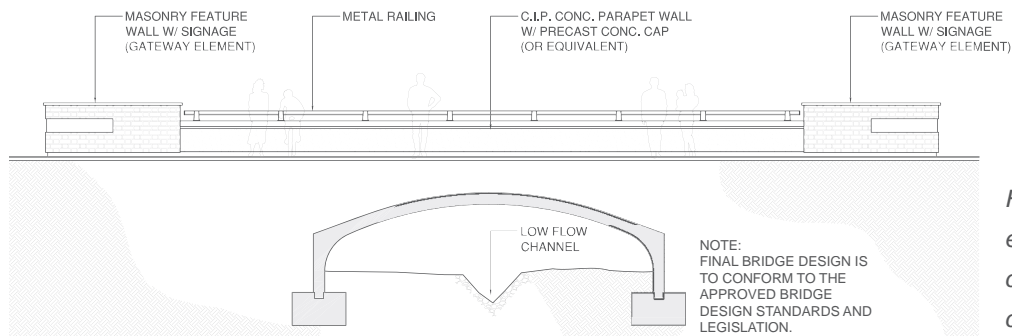


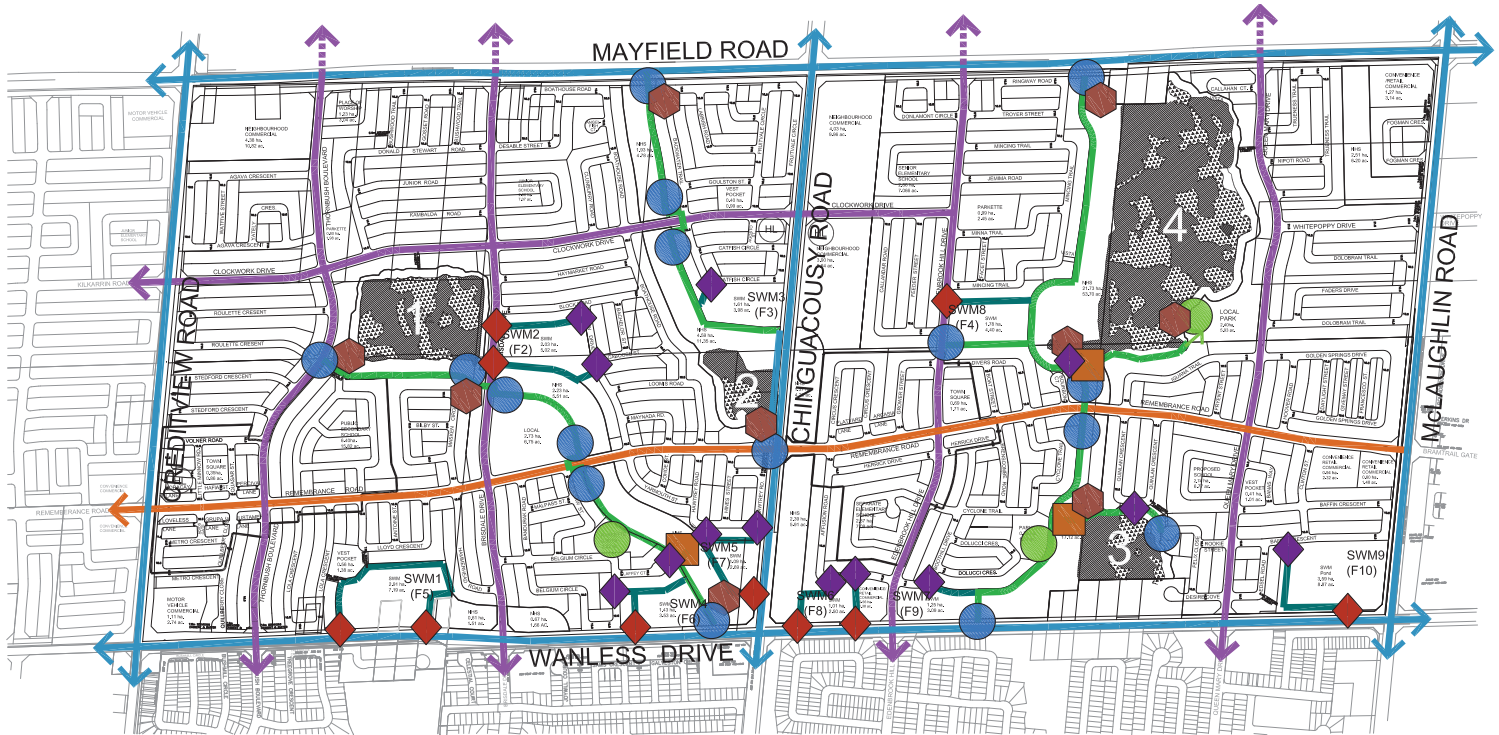
Fig. 3.3.1.1g - Conceptual elevation option of bridge crossing treatment option for collector roads.



Fig. 3.3.1.1h - Multi-use trail as open space connector, linking community amenities with natural features.



Fig. 3.3.1.1i - Screenings trail through dense woodland minimizes impact on natural features and is appropriate for strategic integration into the NHS.



#### LEGEND

- MAJOR TRAIL ENTRY - TYPE A (ROAD CROSSING)
- MAJOR TRAIL ENTRY - TYPE B (PARK ENTRY)
- ◆ MINOR TRAIL ENTRY - TYPE A
- ◆ MINOR TRAIL ENTRY - TYPE B
- BRIDGE CROSSING
- ⬡ INTERPRETIVE SIGNAGE

- GREEN SYSTEM TRAIL (3.0m MULT-USE PATH)
- SWM POND TRAIL (2.4m MULT-USE PATH)
- MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK)
- ON-STREET BIKE LANE (CLASS 2) (ALONG SPINE ROAD)
- POTENTIAL SIGNED BIKE ROUTE (CLASS 3) (ALONG COLLECTOR ROADS)
- - - - - POTENTIAL EXTENSION OF SIGNED BIKE ROUTE INTO FUTURE CALEDON COMMUNITY

Note: Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.

Fig. 3.3.1.1j - Block Plan with identified proposed trail types and locations, as well as potential trail entry classifications and layouts

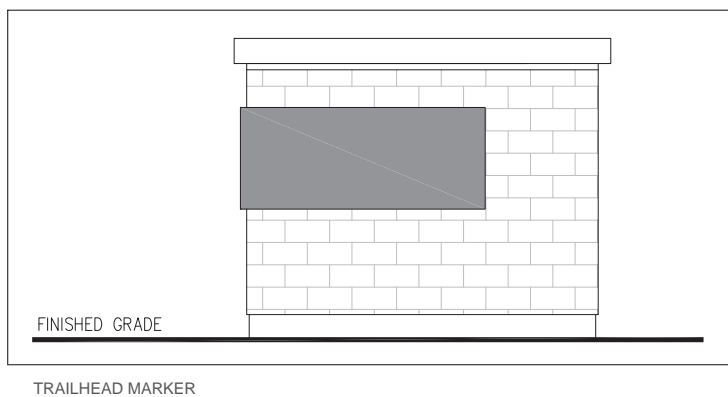
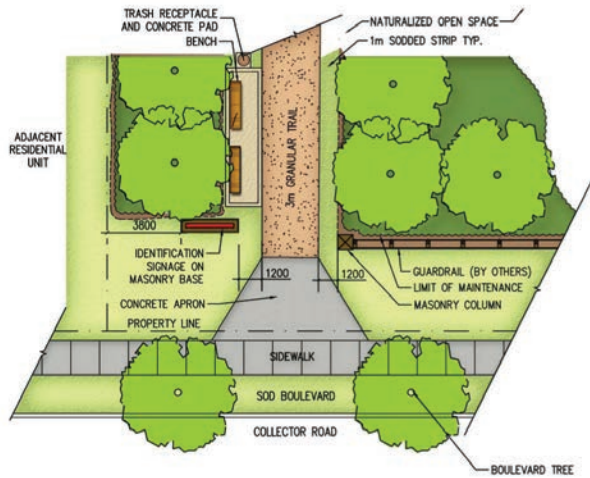
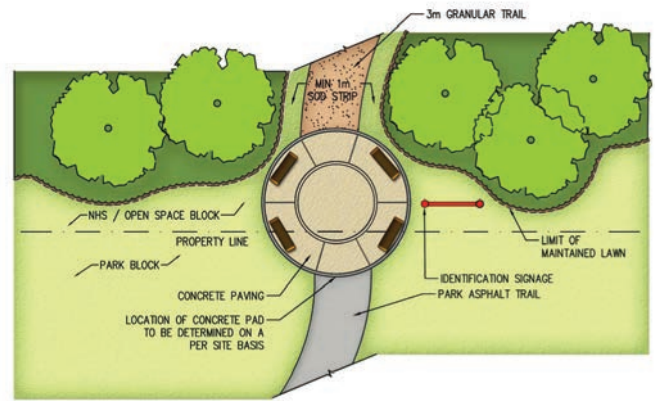


Fig. 3.3.1.1k - Conceptual example of potential trailhead feature wall.

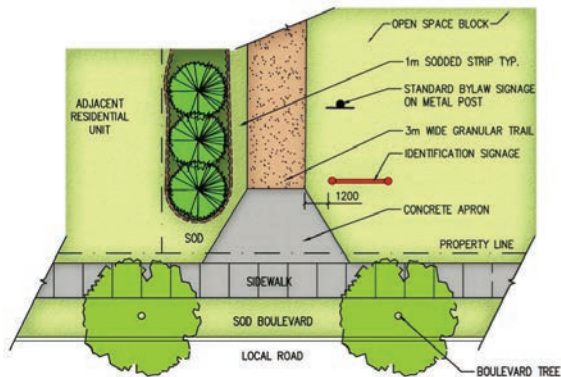




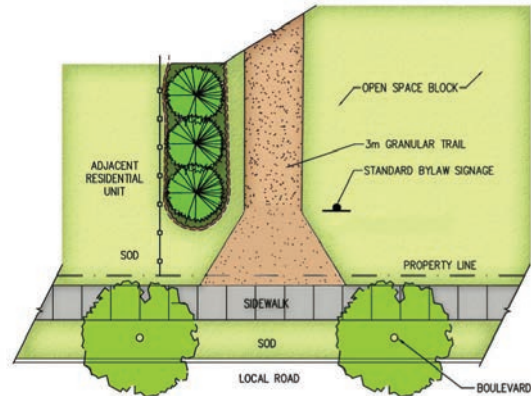
MAJOR TRAIL ENTRY – TYPE A  
(ROAD CROSSING)



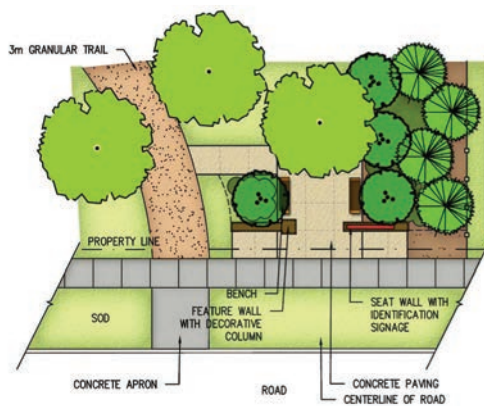
MAJOR TRAIL ENTRY – TYPE B  
(PARK ENTRY)



MINOR TRAIL ENTRY – TYPE A



MINOR TRAIL ENTRY – TYPE B



VIEW TERMINUS AT TRAIL ENTRY

*Fig. 3.3.1.11 - Conceptual examples of potential trail entry types and locations, with potential integration of seating, signage and paving elements.*

### 3.3.2 Gateways

Through a consistent design and material palette, gateways are an effective method for consolidating expansive development areas into one discernible, connected community. They are an important identifier that provides an opportunity for branding as a reflection of the character and theme of the community. In doing so, they also serve as effective way-finding markers.

#### 3.3.2.1 Unifying Community Gateway Markers

A comprehensive approach to the design of gateway and entry features is being developed for all of Mount Pleasant, including Block Plan 51-2. This approach currently identifies a series of gateway components or entry markers that are designed as a singular family of elements or 'kit of parts' that can be chosen individually or compiled together to form and define a hierarchy of gateways and entries. The components are designed to apply to various potential locations as appropriate to the street character, adjacent land use and/or architectural massing and design. The intent is to introduce a unifying element to Mount Pleasant that will help define the community and provide a sense of continuity and cohesiveness. The following is a general description of these proposed components -

- The family or 'kit of parts' will be defined by a common material palette consisting of brick veneer, precast coping, and a combination of Corten steel, stainless steel or aluminum as an identifying panel or signage panel with lettering.
- The 'kit of parts' will consist of a series of feature walls and columns. Each will be distinguished by height, length, width, panel placement and options for signage lettering. As well, lower wall options can be configured to form planters should it be considered appropriate for a given gateway or entry location.
- The 'kit of parts' are designed as clean, contemporary, robust components that will be constructed for long-term durability and minimal maintenance requirements.
- The location of components will be coordinated with above and below-grade utilities and will be sited to ensure necessary views are maintained for safety, with appropriate regard for potential crash hazards.
- The selection of a single component or a combination of components will define the type and/or hierarchy of gateway and entry features.

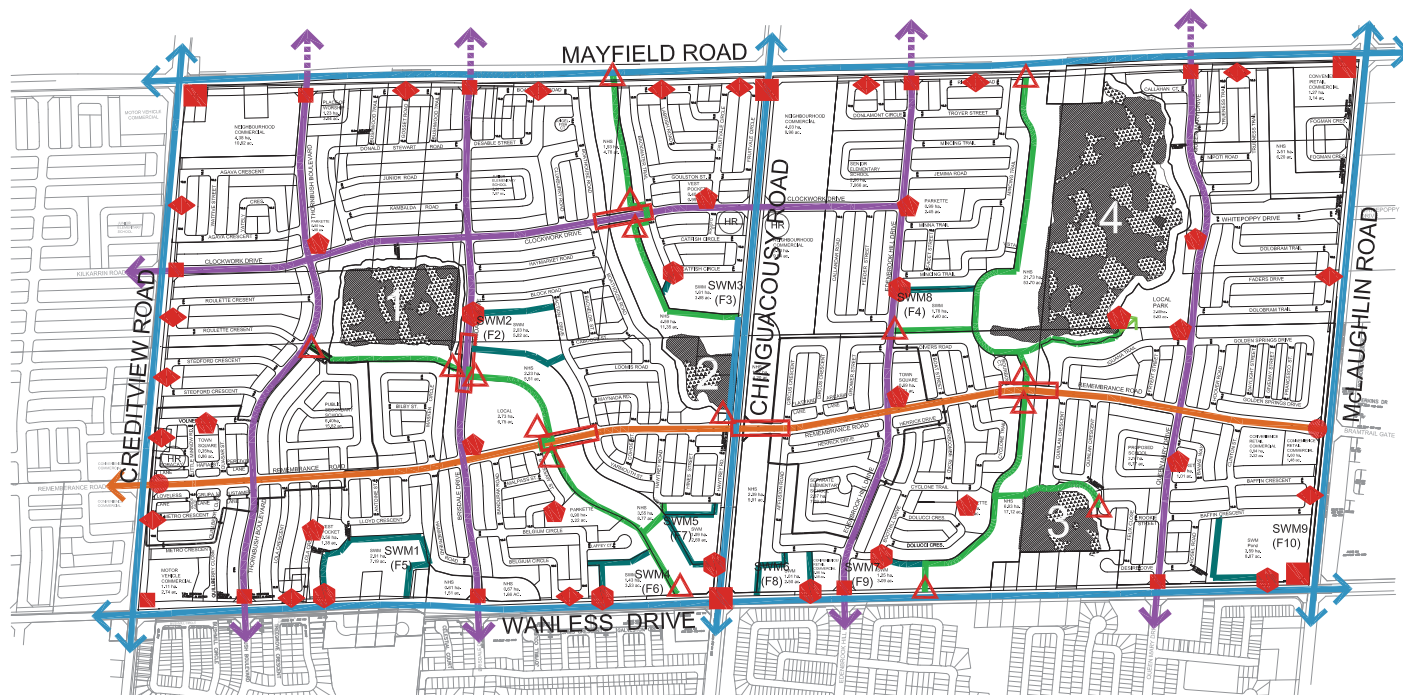
A general classification of potential gateway or entry marker installations has been developed for Block Plan 51-2, as a continuation of the Block 51-1 process. These are described in the following -

- Corner Gateway-Major - decorative walls and/or columns at corners.
- Corner Gateway-Minor - columns at corners.
- Bridge Crossing - wall at each end of the bridge rail on both sides of the crossing.
- Feature Columns - Mixed-Use Nodes - column at each corner of the intersection.
- Trailhead Marker - single small wall adjacent to trail entry.
- Park Entry - combination of walls and/or columns associated with other landscape features.
- Window Street - columns at entry points along decorative metal fence, where additional columns may be desired from an aesthetic or support standpoint, and at transition points between metal fence and wood privacy fence.
- SWM Pond Marker - single small wall adjacent to pedestrian access point.

The following corresponding Potential Gateway and Entry Marker Conceptual Designations Plan (Fig. 3.3.2.1a) identifies the locations of these important gateway entry opportunities. Provided, as well, are illustrated examples of how these features and components may be organized.

Further discussion and guidance is required as part of the preliminary review of the design, technical and placement criteria for the community gateway markers. A departure from the 'kit of parts' design strategy described above may result from this review. All community gateway installations are subject to City approval and will be evaluated on a site specific basis as part of the detailed landscape design submission stage.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 5.2 Gateway Intersections of the DDG.



0 100 250 500m



Note: Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.

#### LEGEND

- |  |  |  |   |
|--|--|--|---|
|  | <b>CORNER GATEWAY - MAJOR</b><br>• DECORATIVE WALLS AND/OR COLUMNS AT CORNERS WITH POSSIBLE SIGNAGE                    |  | MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK) |
|  | <b>CORNER GATEWAY - MINOR</b><br>• COLUMNS EACH SIDE OF THE STREET ADJACENT TO SIDEWALK                                |  | ON-STREET BIKE LANE (CLASS 2) (ALONG SPINE ROAD)  |
|  | <b>BRIDGE CROSSING</b><br>• WALLS AT ENDS OF BRIDGE RAIL   |  | POTENTIAL SIGNED BIKE ROUTE (CLASS 3) (ALONG COLLECTOR ROADS)                             |
|  | <b>FEATURE COLUMNS</b><br>• COLUMNS AT CORNERS NOTING SPINE ROAD   |  | POTENTIAL EXTENSION OF SIGNED BIKE ROUTE INTO FUTURE CALEDON COMMUNITY                    |
|  | <b>TRAILHEAD MARKER AMENITY</b><br>• WALL FEATURE, SEATING, INFORMATION  |  | GREEN SYSTEM TRAIL (3.0m MULTI-USE PATH)  |
|  | <b>PARK ENTRY</b><br>• SINGLE OR COMBINATION OF SIGNAGE WALLS AND/OR LOW SEAT WALLS                                    |  | SWM POND TRAIL (2.4m MULTI-USE PATH)  |
|  | <b>SWM POND MARKER</b><br>• SINGLE SMALL WALL  |  |   |
|  | <b>WINDOW STREET</b><br>• COLUMNS AT ENTRY POINTS ALONG METAL FENCE AND AT TRANSITION FROM METAL TO WOOD PRIVACY FENCE |  |   |

Fig. 3.3.2.1a - Potential Gateway and Entry Marker Conceptual Designations Plan.



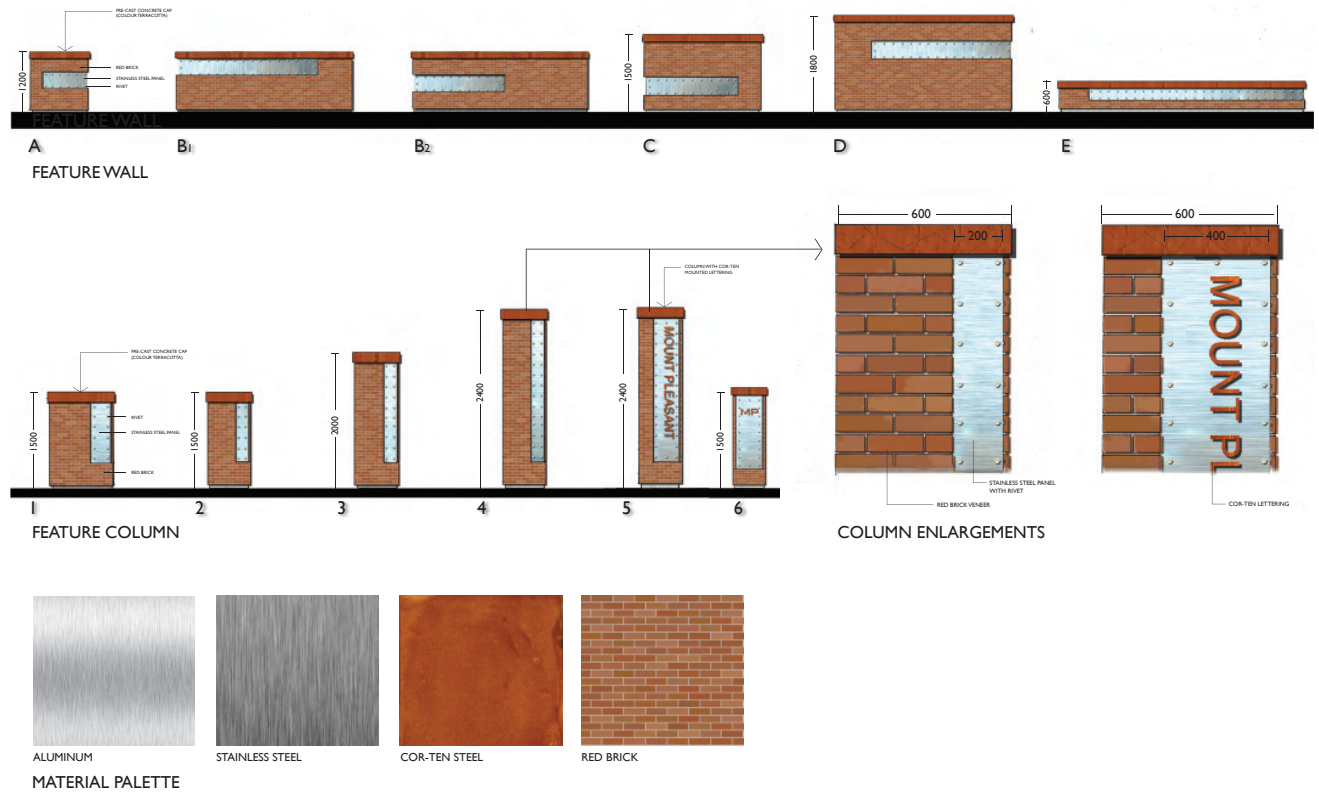


Fig. 3.3.2.1b - Potential individual conceptual gateway components or 'Kit of Parts' (subject to City of Brampton approval).

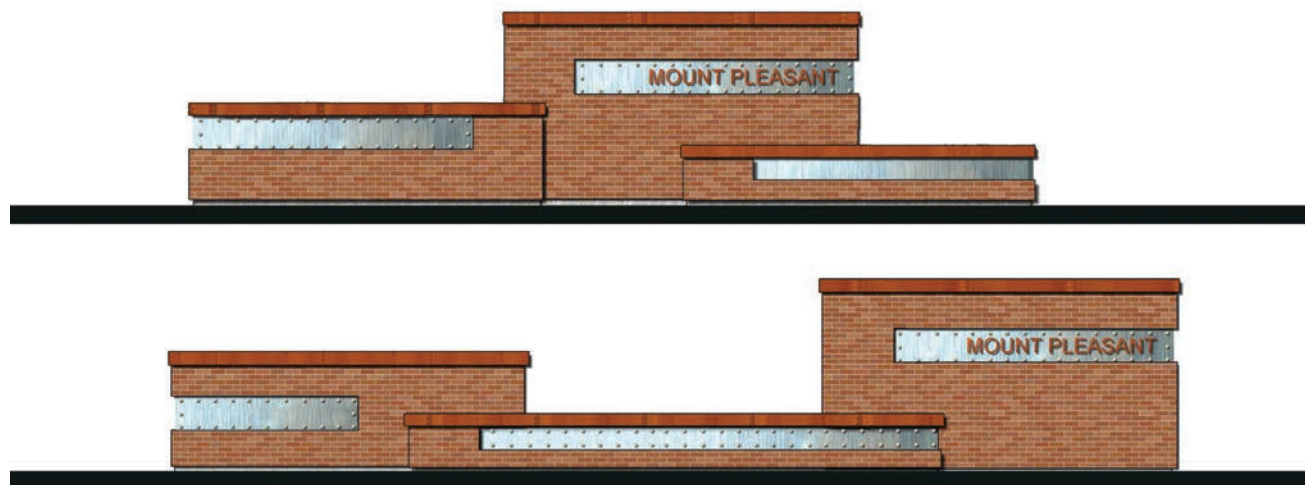


Fig. 3.3.2.1c - Individual gateway components, either as stand alone features or in combination, can be configured to form a variety of entry feature treatments, appropriate to each location (subject to City of Brampton approval).





*Fig. 3.3.2.1d - Conceptual window street treatment option (subject to City of Brampton approval).*



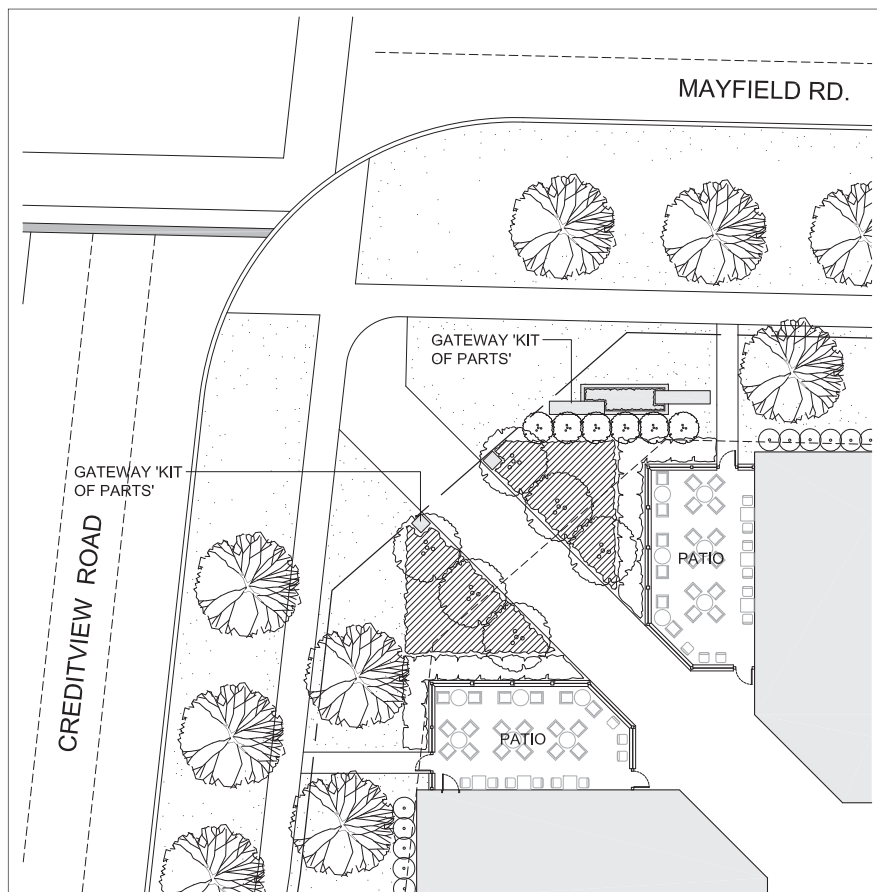
*Fig. 3.3.2.1e - Conceptual park entry treatment option (subject to City of Brampton approval).*

### 3.3.2.2 Community Gateways

There are 2 gateway locations within Block Plan 51-2 that have been identified as particularly significant entry points for both the City and the community. Specifically, these are situated at the south-east corner of Creditview Rd. and Mayfield Rd. (Neighbourhood Commercial block), as well as the south-east and south-west corner of Chinguacousy Rd. and Mayfield Rd. (Neighbourhood Commercial block). This latter gateway has been identified as a “City Access Point” in the City of Brampton’s Gateway Beautification Program and should have regard for the criteria consistent with this designation, including the integration of a “Brampton” signage component with the ‘kit of parts’.

Each gateway will be defined through a combination of a strong built form presence and entry markers at the corners to anchor the gateway and elicit a sense of arrival. Potential commercial pylon signage shall be coordinated with the gateway location to ensure it doesn’t negatively impact the function, recognition and aesthetics of the gateway feature.

Conceptual options or examples for these community gateway locations are illustrated in the following figures -



*Note: Plan represents a conceptual gateway option only and should not be considered as the proposed design. Final design to be determined during Site Plan Approval.*

*Fig. 3.3.2.2a - Conceptual plan option illustrating a potential gateway design at the Neighbourhood Commercial block located at the south-east corner of Creditview Rd. and Mayfield Rd. Gateway elements, landscape features and built form shall be combined to establish the community gateway.*

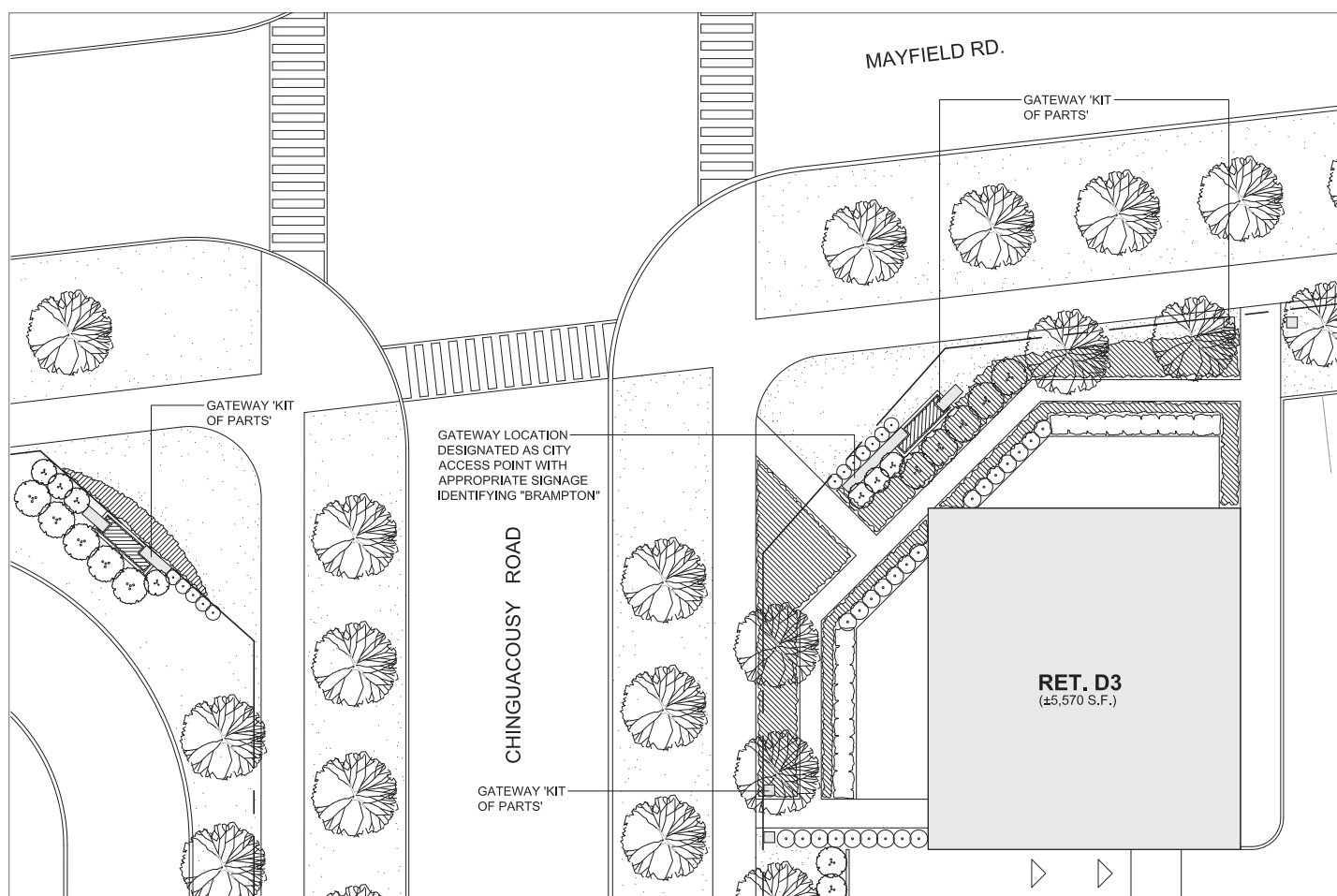


Fig. 3.3.2.2b - Conceptual plan illustrating an example of a gateway design option at the Neighbourhood Commercial block located at the south-east corner of Chinguacousy Rd. and Mayfield Rd. The City of Brampton has identified this location as a “City Access Point”. Consistent with this designation, signage should identify “Brampton” as a component of the ‘kit of parts’.

*Note: Plan represents a conceptual gateway option only and should not be considered as the proposed design. Final design to be determined during Site Plan Approval, and will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.*

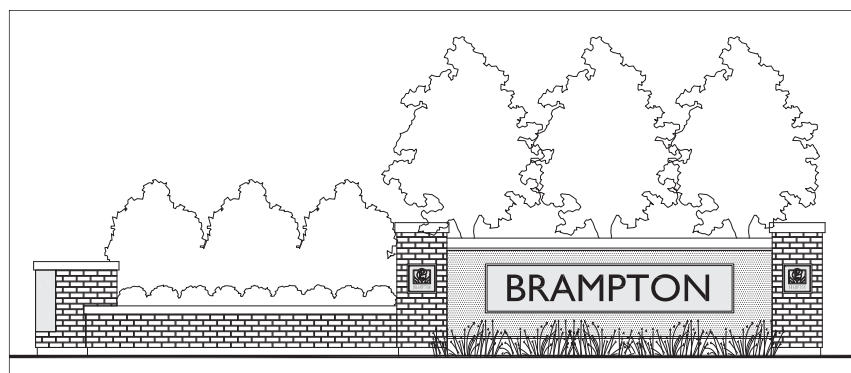


Fig. 3.3.2.2c - Conceptual example of a “City Access Point” gateway feature with integrated “Brampton” signage.



Fig. 3.3.2.2d - Example of how visual landmarks may combine to form a community gateway. Entry feature and adjacent built form architecture appropriately share a common material palette to provide a unified gateway.

### 3.3.3 Commercial Blocks

A total of 8 commercial properties have been allocated throughout Block Plan 51-2 to meet the needs of residents and commuters within Mount Pleasant and adjacent communities. These commercial blocks, defined as Neighbourhood Commercial, Convenience/Retail Commercial and Motor Vehicle Commercial, are primarily situated at major intersections for greater visual exposure and to enable public transit connections.

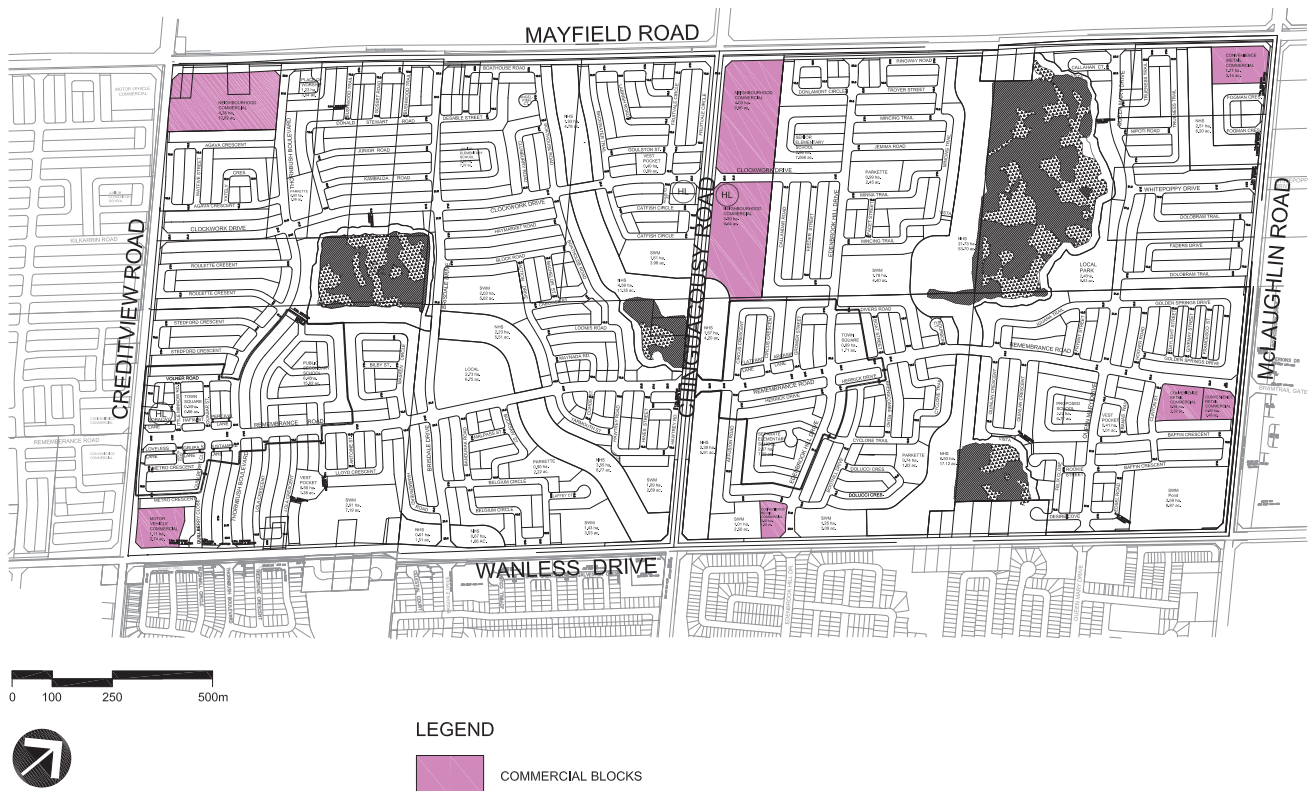
Given their prominent locations within Block Plan 51-2, the proposed commercial blocks shall be developed with the intent of balancing functional requirements (retail, office, service, parking, loading, etc.), while creating an attractive public realm, both along the adjacent arterial / Spine Road interface and within the site. This objective shall be achieved through the following general guidelines:

- Built form and landscape design should strive to establish a 'village' character through design and layout, including minimized set-backs and accessibility from flanking street and sidewalk.
- Create a visual landmark at the corners as community gateway elements.
- Built form with a strong street orientation is encouraged at designated gateway corners.
- Create a consistent and visually appealing streetscape through architectural and landscape design.
- Provide safe and accessible pedestrian access from the street and sidewalk.
- Use landscape, street furniture and paving materials to highlight circulation routes.
- Balance urban form and parking along the edge of the streetscape, with parking screened from street views as much as possible, preferably through built form.
- Utilize landscape buffers to screen parking from the street where built form does not form the edge.
- Use landscape and architectural materials to create a distinct and coordinated identity for the site.

These guidelines inform the basic principles for establishing a responsible, attractive, viable and accessible site design, which include:

- Creating attractive edges.
- Establishing a gateway.
- Connecting to the context.

The following conceptual facility fit demonstration plans are very high level and City of Brampton staff will have the opportunity to revise/alter the layout and provide detailed comments at the site plan application stage conforming with the City Wide Development Design Guidelines.



*Fig. 3.3.3a - Commercial Block locations within Block Plan 51-2.*



### 3.3.3.1 Neighbourhood Commercial

Neighbourhood Commercial blocks are categorized within the City of Brampton's Local Retail designation, whereby sites are located within residential areas to serve primarily the shopping needs of the surrounding community. As required, these sites have been situated along arterial roads and/or major intersections. They are generally characterized by a group of retail establishments with integrated site parking and are typically anchored by a larger format use such as a supermarket, pharmacy, home improvement store, etc. They will achieve a balance between pedestrian, transit and vehicular access that is, both, safe and convenient and well integrated into the surrounding community.

There are 3 Neighbourhood Commercial blocks proposed for Block Plan 51-2, which include the following:

1. NC Block 1 - located at the south-east corner of Creditview Rd. and Mayfield Rd.
  - 3.89 ha. (9.51 ac.)
2. NC Block 2a - located at the south-east corner of Chinguacousy Rd. and Mayfield Rd.
  - 4.06 ha. (10.04 ac.)
3. NC Block 2b - located immediately south of NC Block 2a, along the east side of Chinguacousy Rd.
  - 3.87 ha. (9.57 ac.)

A supplementary Urban Design Brief shall be required to address more specific issues related to overall character, landscaping, pedestrian linkages, views, entrances and special treatments. The conceptual facility fit/demonstration plans depicted in figures 3.3.3.1a and 3.3.3.1b shall, therefore, be subject to guidelines related to any corresponding Urban Design Brief.

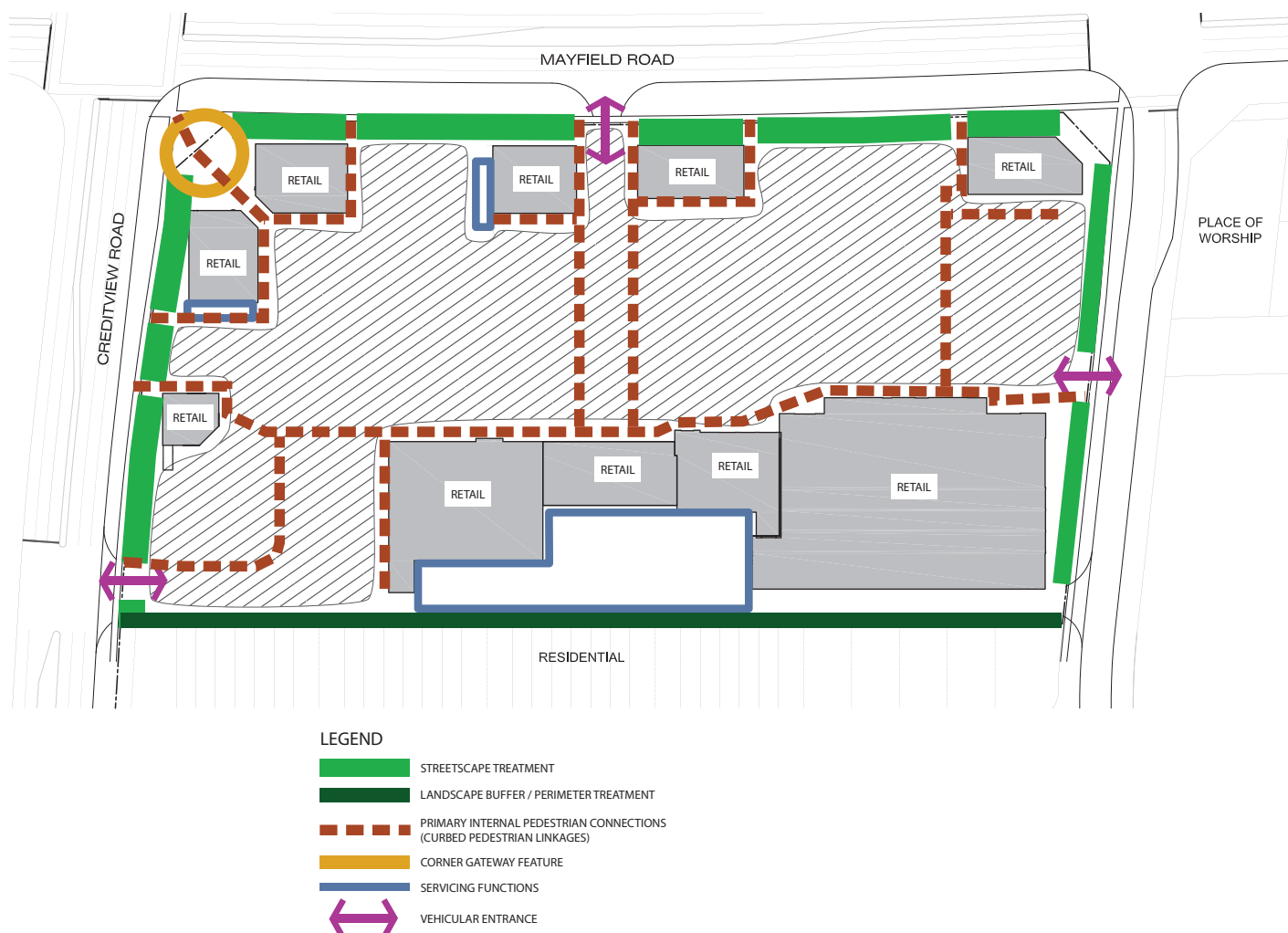


Fig. 3.3.3.1a - Conceptual facility fit / demonstration plan option of Neighbourhood Commercial block at the south-east corner of Creditview Rd. and Mayfield Rd.

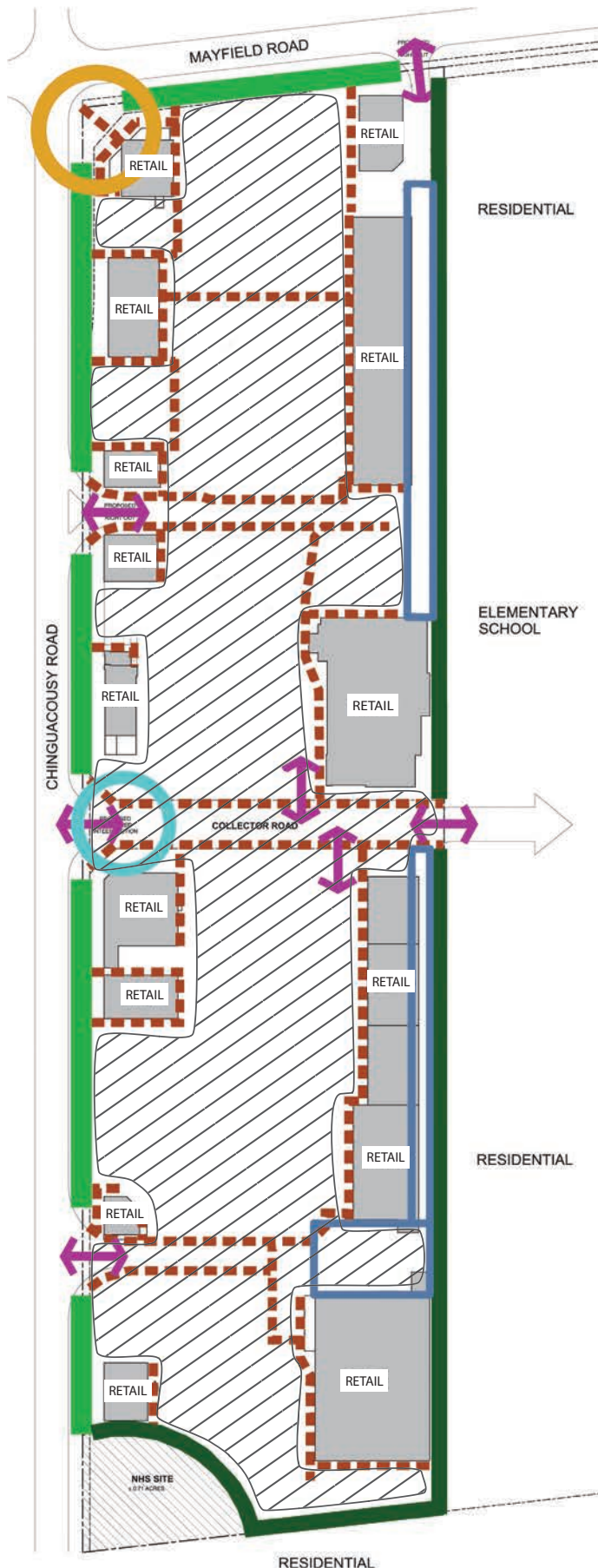


Fig. 3.3.3.1c - Example of how a consistent and visually appealing streetscape treatment can be achieved through well-conceived and coordinated architectural and landscape design.

#### LEGEND

- █ STREETSCAPE TREATMENT
- █ LANDSCAPE BUFFER / PERIMETER TREATMENT
- - - PRIMARY INTERNAL PEDESTRIAN CONNECTIONS
- MAJOR GATEWAY ELEMENT ("CITY ACCESS POINT")
- POTENTIAL MINOR GATEWAY ELEMENT
- SERVICING / LOADING FUNCTIONS
- ↔ VEHICULAR ENTRANCE

Fig. 3.3.3.1b - Conceptual facility fit / demonstration plan option of Neighbourhood Commercial blocks at the south-east corner of Chinguacousy Rd. and Mayfield Rd.

### 3.3.3.2 Convenience/Retail Commercial

In addition to Neighbourhood Commercial, Convenience/Retail Commercial blocks are also categorized under the City's Local Retail designation, whereby sites are prominently located within residential areas along arterial roads or significant collector roads. They are generally characterized by one or more retail or service establishments that are smaller in size than the anchor units found within Neighbourhood Commercial. They will achieve a balance between pedestrian, transit and vehicular access that is, both, safe and well integrated into the surrounding community, with a strong orientation to adjacent streets and sidewalks.

Where Motor Vehicle Commercial use is contemplated, as is allowable under the Convenience/Retail Commercial designation (CC Block 1a), then the design shall be in compliance with the City of Brampton's Automotive Service Centres Study. It shall be developed in a compatible and aesthetically pleasing manner with a high urban design standard, both in built form and landscape treatments. Built form shall also be complementary to the residential component proposed on the north side of the Spine Road.

There are 4 Convenience / Retail Commercial blocks proposed for Block Plan 51-2, and include the following:

1. CC Block 1a - located at the south-west corner of the Spine Road and McLaughlin Rd.
  - 0.60 ha. (1.47 ac.)
2. CC Block 1b - located immediately west of CC Block 1a, along the south side of the Spine Road.
  - 0.94 ha. (2.32 ac.)
3. CC Block 2 - located at the south-west corner of McLaughlin Rd. and Mayfield Rd.
  - 1.05 ha. (2.59 ac.)
4. CC Block 3 - located along the north side of Wanless Dr., east of Chinguacousy Rd.
  - 0.57 ha. (1.41 ac.)

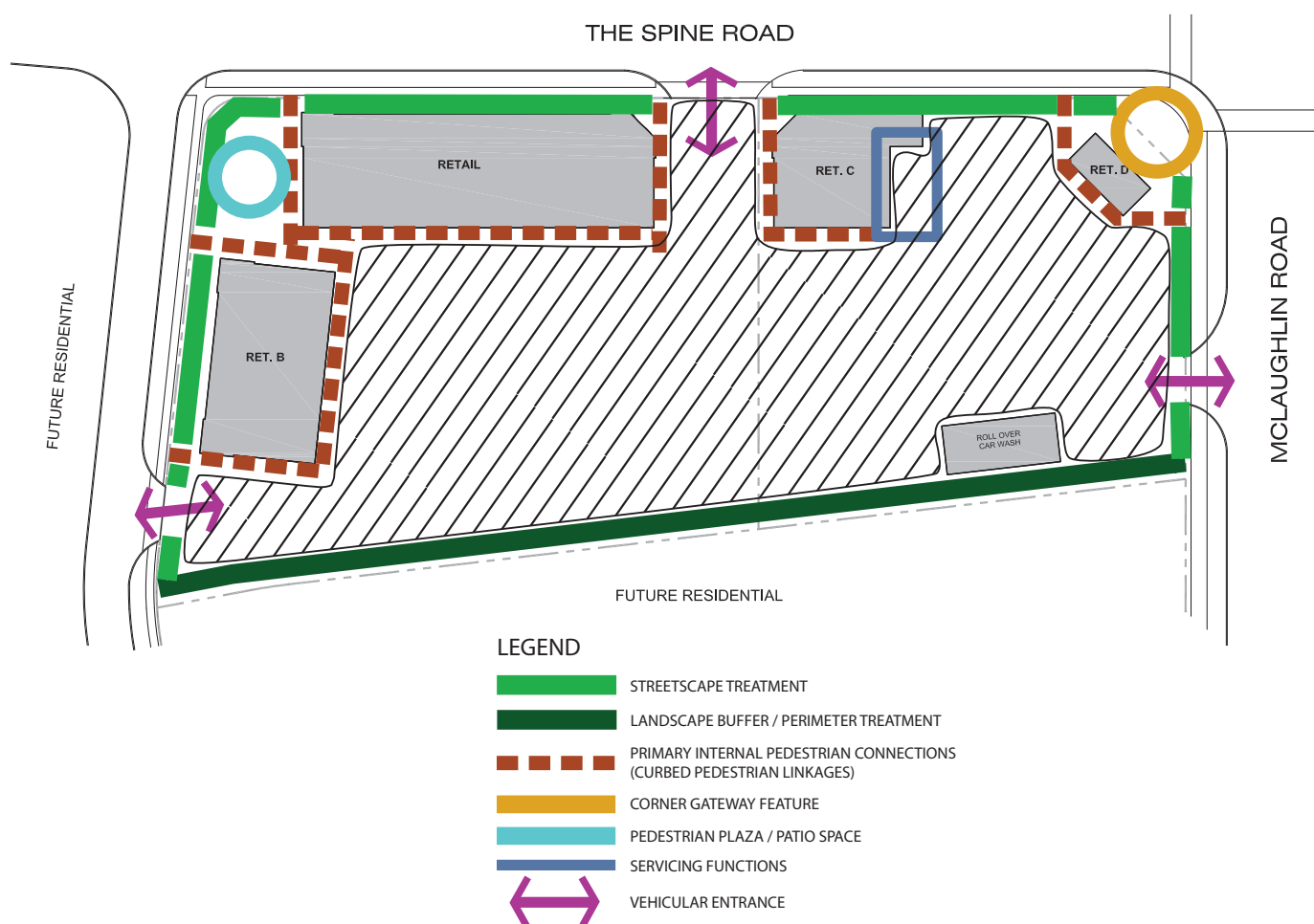


Fig. 3.3.3.2a - Conceptual facility fit / demonstration plan option of Convenience / Retail Commercial block with option for Motor Vehicle Commercial use at the south-west corner of the Spine Road and McLaughlin Road.

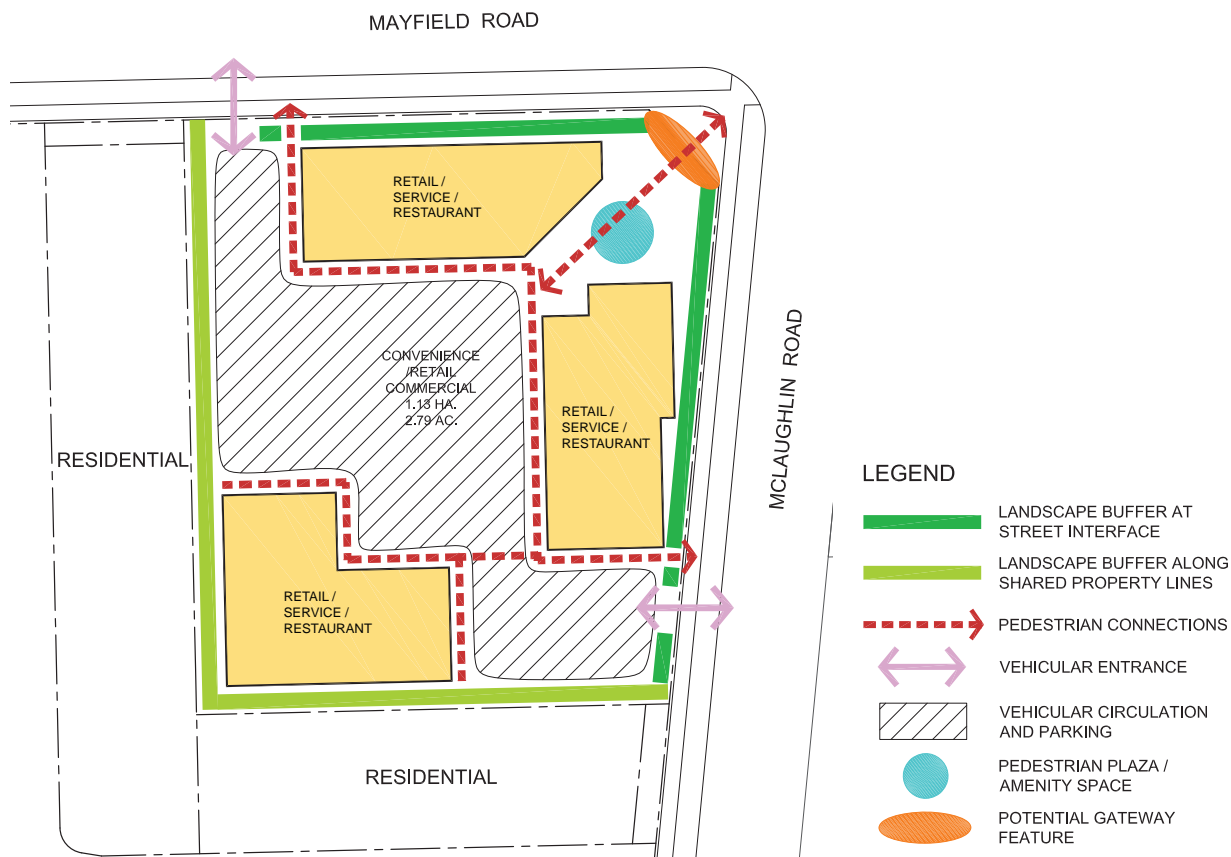


Fig. 3.3.3.2b - Conceptual facility fit option of Convenience / Retail Commercial block at the south-west corner of McLaughlin Rd. and Mayfield Rd.



Fig. 3.3.3.2c - Conceptual facility fit option of Convenience / Retail Commercial block along Wanless Dr., east of Chinguacousy Rd.



### 3.3.3.3 Motor Vehicle Commercial

In addition to the proposed option for the Convenience/Retail Commercial site located at the Spine Road and McLaughlin Road, a Motor Vehicle Commercial site has been designated at the north-east corner of Creditview Road and Wanless Road. This site may include complementary uses such as gas bars, car washes and retail space, in addition to consideration for drive-thru facilities. It is critical that egress and ingress for all uses achieve a safe and comfortable environment for pedestrians and that any noise or harmful environmental conditions are mitigated to avoid impacts to adjacent residential areas. Motor Vehicle Commercial uses shall reflect a high urban design standard, both in built form and landscape treatments.

The Motor Vehicle Commercial Block proposed for Block Plan 51-2 is situated as per the following:

MVC Block - located at the north-east corner of Creditview Rd. and Wanless Dr.

- 1.06 ha. (2.62 ac.)

For relevant design criteria, refer to the City of Brampton's Automotive Service Centres Study.

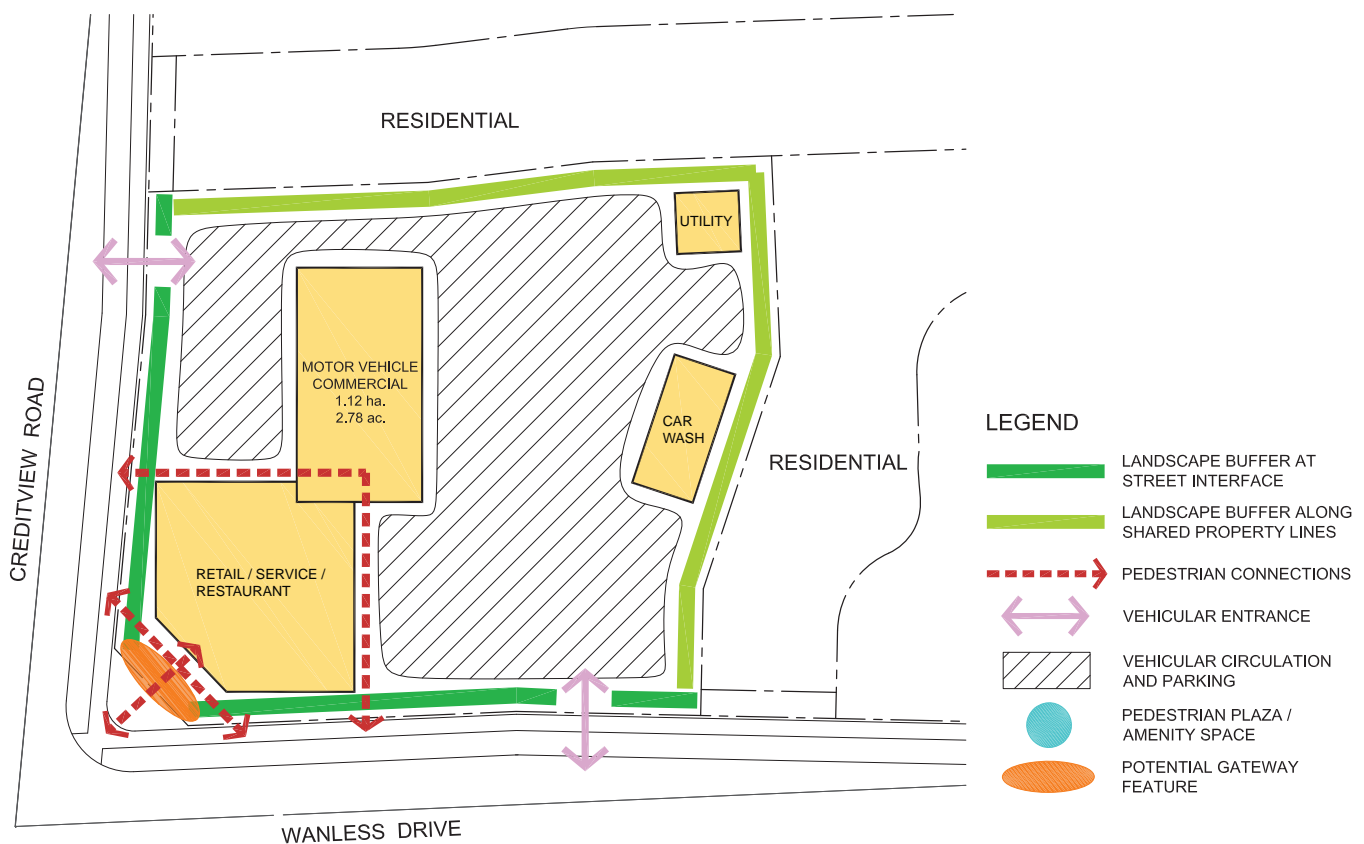


Fig. 3.3.3.3a - Conceptual facility fit option of Motor Vehicle Commercial block at the north-east corner of Creditview Rd. and Wanless Dr.

### 3.3.4 Views and Viewsheds

The Secondary Plan and Block Plan process has established public accessibility to views and viewsheds towards the Natural Heritage System as an integral component of a sustainable, walkable, smart growth community. Views within Block Plan 51-2 will be dominated by existing woodlands, new woodland/forest restoration, woodland/grassland channels, grassland creation, existing and recreated wetlands, planted buffers and stormwater management ponds. Collectively, these natural features will effectively frame views from various vantage points throughout all parts of the community. They have significantly influenced the configuration of the proposed land uses developed through the Block Plan process, including the layout of the road network and the siting of parks, schools and residential lotting.

Strategic and extensive viewshed opportunities have been integrated into the community to take advantage of these views, through the following general principles -

- Orienting streets to maximize views towards NHS features, including several window streets.
- Emphasizing natural feature access points by locating pedestrian amenities (trailheads, multi-use trail network) along potential view corridors.
- Situating publicly accessible open space uses (parks, swm ponds) adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community.
- Utilizing the existing breaks in the significant natural features to locate infrastructure such as roads and pedestrian crossings which will create doorways between neighbourhoods.
- Utilizing architectural built form to maintain or emphasize views.

Using these principles, both viewsheds and corresponding views have been identified at an early stage in order to guide the surrounding urban fabric. In this context, viewsheds are defined as the extent of publicly accessible viewing opportunities that may occur either along a road right-of-way, trail network or an open space block (park, swm pond) adjacent to the NHS. From these viewsheds, we are able to determine the quality and character of the resulting view opportunity. Views in this regard can be defined as either long/expansive views, typically affording an extensive vista or longitudinal view over a large distance, or short views, which is usually framed by a woodland edge within close proximity.

Important viewsheds and views within Block Plan 51-2 have been captured with the following land use components (refer to corresponding Views and Viewsheds Plan) -

1. Arterial and Collector Road Crossings of the channel alignment and NHS
  - Mayfield Rd., Wanless Dr., Chinguacousy Rd. and the E-W Spine Road will cross the NHS and channel alignment, providing long, expansive view opportunities for both pedestrians, cyclists and drivers.
  - Beyond these road crossings, a significant extent of road frontage has been established both along the NHS boundary and along the open space features that front onto the NHS boundary (parks, swm ponds).
2. Window Roads
  - In certain situations, window streets and cul-de-sacs have been located to provide viewing and access to the NHS, particularly in areas where other viewing opportunities were not achievable. Additional visual and physical openings to the NHS will be addressed through the final approval of future development applications.
3. Parks
  - Two Local Parks have been situated adjacent to the NHS to provide view opportunities and linkages with the pedestrian crossings and trail system.
4. Stormwater Management Ponds
  - Similar to parks, from a view standpoint swm ponds serve as an extension of the NHS and provide views from either within the pond along pedestrian routes or along the perimeter of the pond within the adjacent road right-of-way.
6. Trail Network
  - Block 51-2 is characterized by a comprehensive trail network, a large extent of which is integrated with the NHS. This enables views for essentially the entire extent of the NHS area, accessible from all neighbourhoods within the community.

Combined, these viewsheds provide a complete and extensive program of publicly accessible views to the natural features throughout Block Plan 51-2, resulting in an NHS that is visually, physically and culturally integrated into the community fabric.

Opportunities to explore additional potential vistas and landscape amenity features along trails and direct street frontages may be considered at the detailed landscape design stage.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 1.3 Views and Vistas of the DDG.

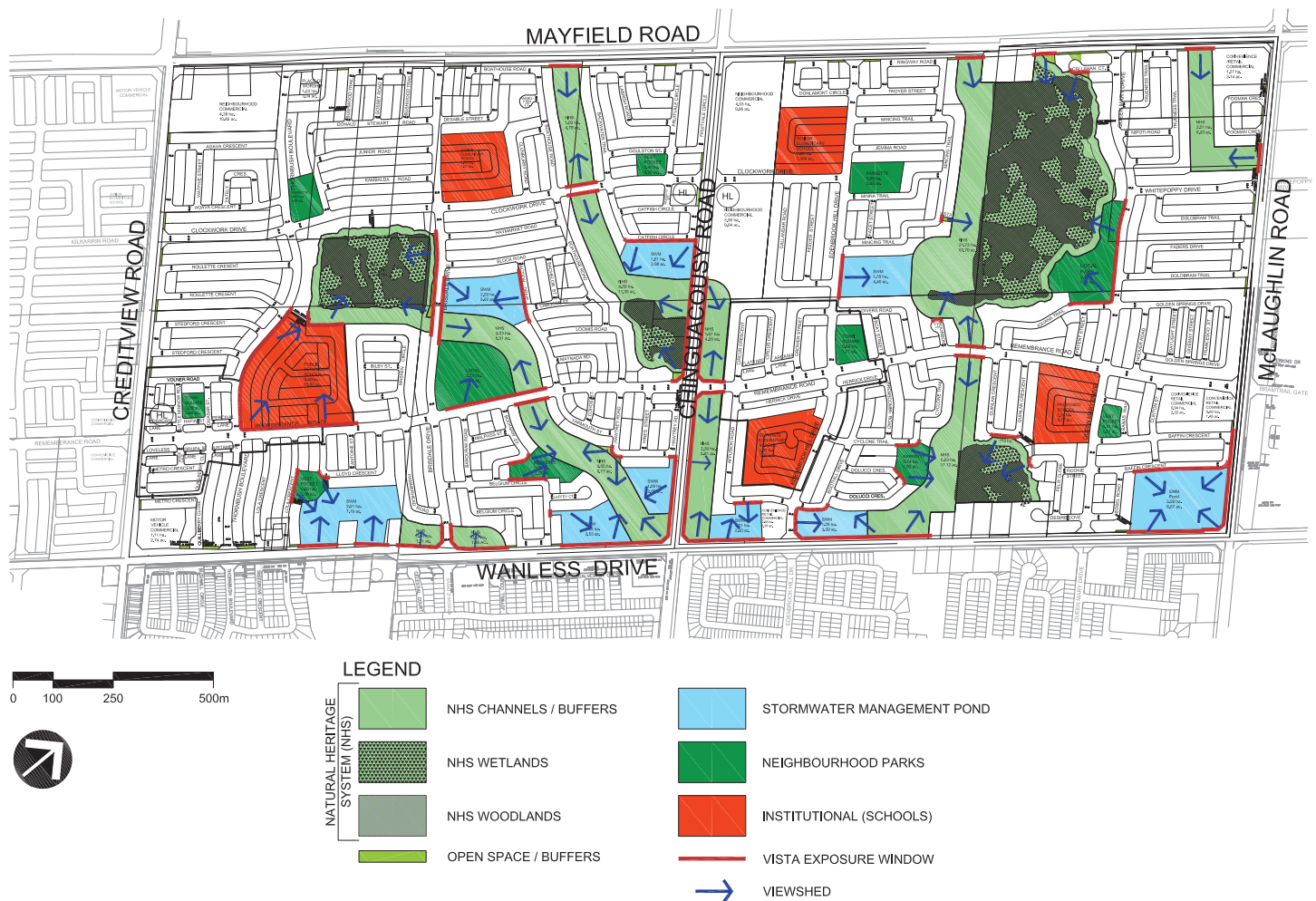


Fig. 3.3.4a - Views and Viewsheds Plan

### 3.3.5 Neighbourhood Parks

Several park types are intended to comprise the parkland dedication proposed for Block Plan 51-2. These include -

- A. Local Parks
- B. Parkettes
- C. Town Squares (includes urban parks)
- D. Vest Pocket Parks

This list is informed by the most recent *Mount Pleasant Secondary Plan Revised Park Hierarchy Proposal* (October 1, 2009) and the *Draft Parks and Public Spaces Hierarchy* (October 6, 2009), prepared by the City of Brampton's Community Design, Parks, Planning & Development department. The City's Draft Revised Parks Hierarchy strives to -

- Provide a combination of the current park hierarchy and the City's new proposed park hierarchy.
- Provide a better distribution of land.
- Apply new evolving park typologies.
- Address service gaps that may result from physical barriers such as wetlands, woodlots, major roads, TCPL, etc.
- Fit park type, design and facilities to Greenfield areas (outlying, developing portions of the City), Central areas (downtown and Queen corridor) and Urban areas (lands in between Greenfield and Central areas).

Specific to the Mount Pleasant Community and Block Plan 51-2, the Draft Revised Parks Hierarchy will enable the following -

- Introduce the 'Local Park', along with defining other park types, which will allow enhanced programming at the neighbourhood level.
- Redefine other Neighbourhood Park types, including Parkettes, Town Squares and Vest Pocket Parks, to better address gaps in service levels.
- Provide an enriched experience for Mount Pleasant residents through the provision of a variety of park sizes and programming opportunities.
- Integrate the new hierarchy, such as Town Squares within the proposed mixed-use nodes, helping establish pedestrian-friendly streets and providing vital public open space within higher density, mixed-use core areas.
- Allow for a flexibility in park hierarchy to adapt to the wide range of conditions present in Mount Pleasant.
- Provide a transition of naturalized planting, as appropriate, where adjacent to Natural Heritage System lands (for example, Local Park #1 and #2), to protect and enhance the NHS and its ecological functions (stormwater mitigation).

A total of 11 Neighbourhood Parks have been identified, comprising 2 Town Squares, 4 Parkettes, 2 Local Parks and 3 Vest Pocket Parks.

Through consultation with City of Brampton staff, a strategic approach to the programming of each individual Neighbourhood Park has been undertaken, the purpose of which is to ensure a balance of facilities are provided for all areas of the community. Figure 3.3.4 illustrates the distribution of the various park types through Block Plan 51-2. Landscape guidelines pertaining to the function and potential facilities for the following individual parks are described -

- Town Squares
- Local Parks
- Parkettes
- Vest Pocket Parks



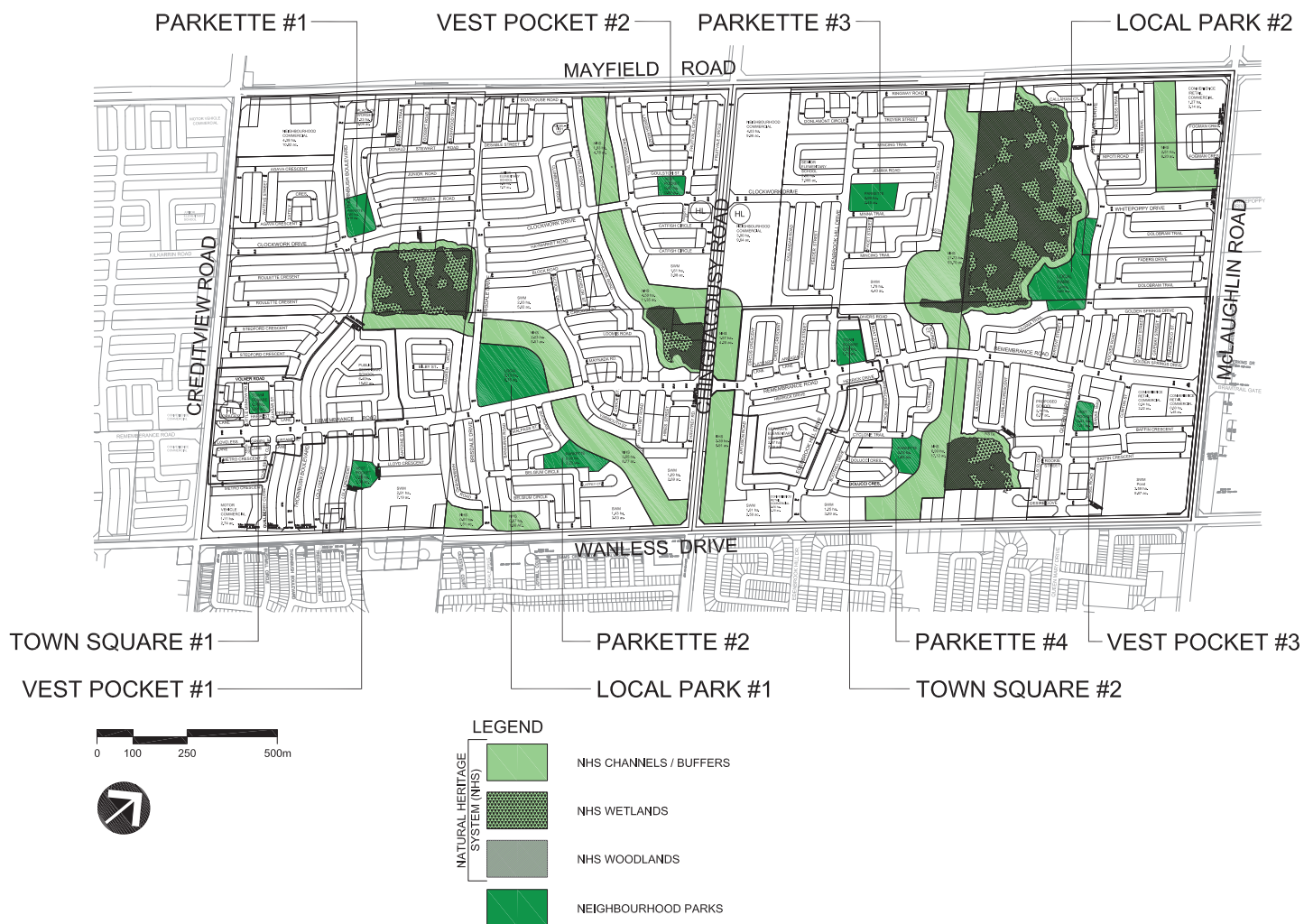


Fig. 3.3.5 - Mount Pleasant Block 51-2 with the proposed park distribution and corresponding park identification numbers, as well as NHS boundaries.

### 3.3.5.1 Town Squares

As an extension of the transit-oriented, new urbanism model, there is a current need and opportunity to adopt a uniquely urban, compact public open space that responds to the architectural form and street design of the urban core areas. This opportunity is most notable in the mixed-use nodes proposed for Block Plan 51-2 and can be addressed by the Town Square for central areas and urban cores. Although the size of the open space may vary, there is a common role and function for Town Squares to provide a community open space that encourages public gatherings, is more passive-use oriented and is characterized largely through an urban form, as an alternative to Local Parks, Parkettes or Vest Pocket Parks. Inherent to the Town Squares is the flexibility to adapt to both traditional residential and more urban, mixed-use settings. Along with other proposed Neighbourhood Parks, it is key that each Town Square be designed with a form, layout and theme that is unique in order to create a distinctive character for each.

#### Landscape Guidelines:

##### i. Non-Standard Treatment

- Integration of the following components will be considered for the designated Town Squares:
  - play structures
  - shade structures
  - seating areas
  - decorative paving
  - alternative lighting types and designs
  - urban tree planting treatment - tree grates, irrigated trenches
  - formal planting / floral displays
  - commemoration opportunities
  - unstructured play areas
  - focal elements - water features, public art elements
- Encourage surrounding built form to front onto Town Squares as much as possible to create attractive edges with minimal or no rear lotting (flankage conditions acceptable).
- Town Square #1 shall have housing fronting directly onto the park to create an attractive architectural edge without rear lotting. This is a unique interface that animates the edge of the square, enhancing safety and reducing vandalism through increased 'eyes on the park'. Front yard treatment of this interface with the square may integrate low walls, decorative metal fencing, enhanced planting, etc., to provide an appropriate edge condition and clearly define public and private space.
- Where Town Squares are central to proposed mixed-use node areas, consideration should be given to providing a more urban open space that responds to the varied surrounding land uses (retail, service, school, residential uses), architectural styles and higher density population.

##### ii. Standard Treatment

- Emphasis on passive use, with opportunities for play structures, as well as unstructured play opportunities.
- Design incorporates more formal elements with a typically greater percentage of hardscape compared with soft landscape.
- Materials and furniture to be able to withstand intensive use from a higher concentration of activity. Consideration should be given to upgrading furniture within the Town Square, potentially consistent with Mount Pleasant Village, in order to distinguish from other neighbourhood parks and to reinforce the character of the Mixed-Use Nodes.
- Typically characterized by a more formal planting scheme.
- Edges of the Town Square to be defined by adjacent built form and streetscape.
- Serves as the focal point of the area and the key public gathering place with potential opportunities for neighbourhood programming, such as a farmers market.
- As the central open space element, helps establish a unique character for the neighbourhood and the mixed-use node.
- As a neighbourhood focal feature, it should be sited with frontages on a minimum of 2 public streets to promote views.
- Key features of the Town Square should be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, should be consistent with neighbourhood themes (surrounding architecture and other open space components), while still distinctive to establish a unique character.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.

- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.
1. Mixed-Use Node 1 (Town Square #1) - north of Spine Road and east of Creditview Rd.
    - Town Square area - 0.35 ha. (0.86 ac.)
    - Small urban open space that anchors the north side of the core.
    - Designed as the focal outdoor gathering space of the node, using a material palette derived predominantly from hard landscape features.
    - Park features to address the urban condition of the Mixed-Use Node.
    - Features to include junior and senior play structure, minor shade structure, formal entry / seating areas, formal planting, decorative paving.
    - Decorative metal fencing shall be required should play structure be in close proximity to the road (outside the required 20.0m setback).

## Town Square #1

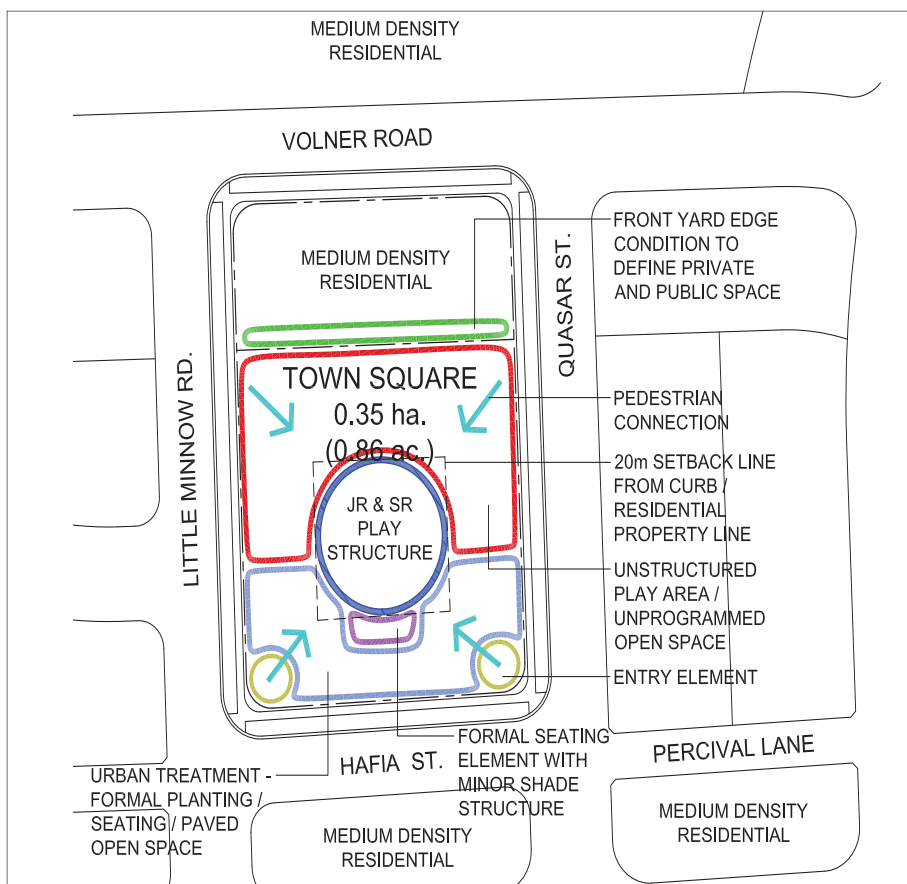


Fig. 3.3.5.1a - Conceptual urban Town Square option (Town Square #1) using predominantly hardscape materials in a formal layout.



Fig. 3.3.5.1b - Image example of how low walls and decorative planting can be integrated into the front yard to provide an appropriate edge condition and clearly define public and private space.



Fig. 3.3.5.1c - Town Square treatment within the nodes to include a mix of hard and soft materials with opportunities for community gatherings of varying scale. Adjacent built form shall have a strong orientation to the square and community facilities such as transit stops should be integrated where appropriate.

2. Mixed-Use Node 2 (Town Square #2) - Spine Road and collector road, east of Chinguacousy Rd.
  - Town Square area - 0.69 ha. (1.71 ac.)
  - Urban open space as symbolic community focus for neighbourhoods east of Chinguacousy Rd.
  - Formalized layout with an urban edge treatment/main entry at the corner of Spine Road and the n-s collector road.
  - Large open space for community gatherings with flexible programming potential.
  - Park features to address the urban condition of the Mixed-Use Node.
  - Features to include junior and senior play structure, minor shade structure, formal entry / seating areas, formal planting, decorative paving.
  - Decorative metal fencing shall be required should play structure be in close proximity to the road (outside the required 20.0m setback).

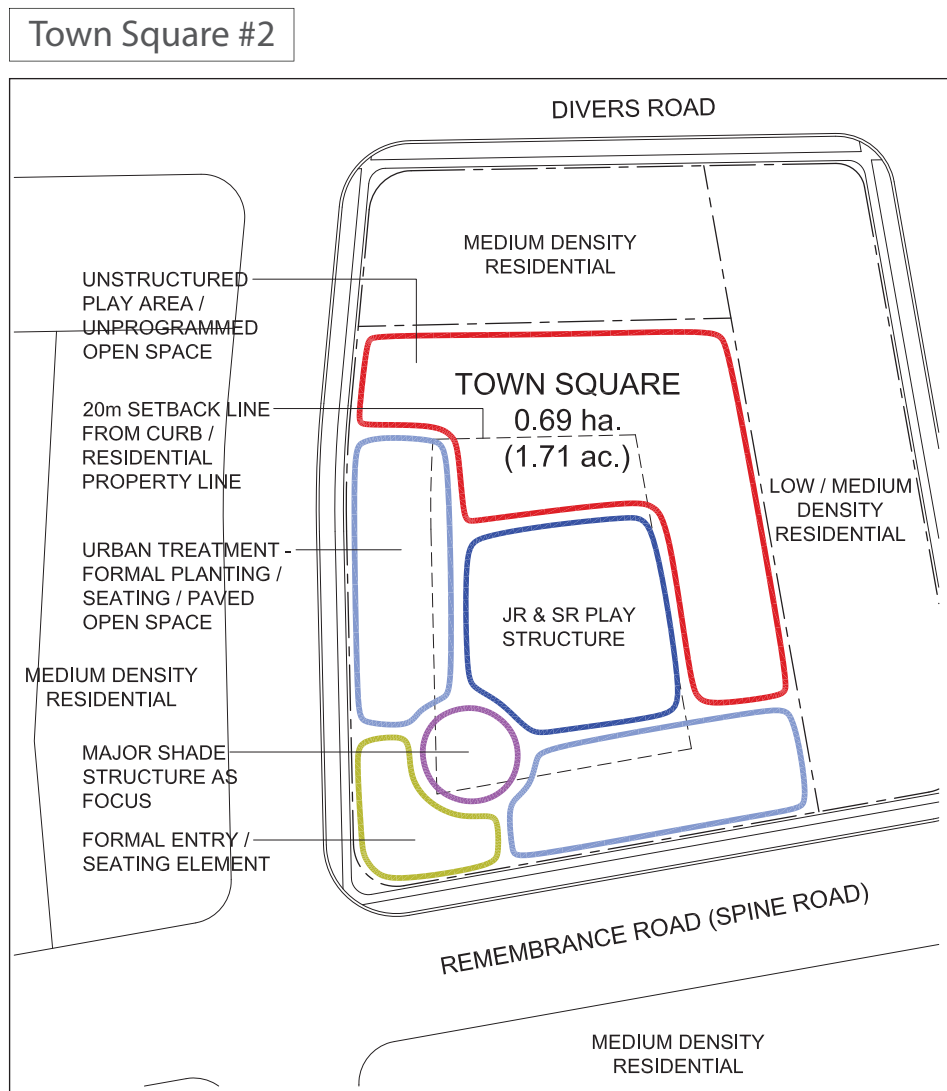


Fig. 3.3.5.1d - Conceptual Town Square option (Town Square #2) as multi-neighbourhood focus with formal layout and urban edge treatment.



### 3.3.5.2 Local Parks

Two Local Park designations have been identified for Block Plan 51-2, including along the east edge of the natural heritage feature, south of Mayfield Rd., and along the east side of the N-S Spine Road at the intersection with the extension of Buick Boulevard.

Both Local Parks serve as the central focus for the surrounding neighbourhoods and are characterized by a mix of open green spaces, seating amenities with shade structures, and recreational features.

Local Park #1 - north-east corner of the Spine Road and east of the n-s collector road (Brisdale Dr.), west of Chinguacousy Rd., and abutting the south/west side of the NHS / channel alignment.

- Area - 2.26 ha. (5.58 ac.)

Local Park #2 - east side of the NHS, north of the Spine Road and west of McLaughlin Rd.

- Area - 2.41 ha. (5.96 ac.)

Landscape Guidelines:

#### i. Non-Standard Treatment

- Both Local Parks are situated adjacent to major NHS features and shall incorporate native and non-invasive plant material within the park at the interface with the NHS boundary and its naturalized planting.

#### ii. Standard Treatment

- Predominantly soft landscaped allowing for a variety of active and passive uses that serve the local neighbourhood.
- Provides a central green space that will serve as key recreational and gathering spaces for neighbourhood residents.
- Service the broader community, as well as the immediate neighbourhood.
- As a community focal point, it shall be sited at a prominent location to promote views.
- Entry points shall be strategically located to ensure convenient access and should be designed to be consistent with neighbourhood themes (surrounding houses and other open space components). Refer to Section 3.3.3 Gateways.
- Allow programmed and unstructured use.
- Playgrounds should be designed as a major focal element for the park.
- Ensure a unique character or play experience is established for each park through park theming and a multitude of play equipment types. Avoid repetition of play equipment types and layout amongst different parks.
- Junior and senior play equipment shall not be separated by asphalt pathways in order to avoid play surface material (wood chip, sand) from migrating onto the walkway.
- The extent of asphalt pathways within the park should be minimized and unnecessary duplication with other walkways or sidewalks should be avoided.
- Facilities and programming shall complement those within Local Park 2 to coordinate facilities from a community perspective.
- Provide reasonably level and functional open play areas for passive recreation use.
- As part of the overall street network, safe pedestrian and cycling connections will be required between the park and its various components to other community open space elements, schools and accessible natural areas. These can then link to the higher level of pathways associated with main roads as part of the hierarchy of trails and pathways.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Tree planting shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Provide transitional planting within the park at the interface with the NHS, utilizing a planting palette that is consistent with the existing or proposed plant material found within the natural feature, to protect and enhance the NHS and its ecological functions (stormwater mitigation).
- Features to include the following -
  - a. Local Park #1 - junior and senior play structure, unstructured play area / unprogrammed open space, major shade structure, formal entry / seating area, multi-purpose play court, minor skate park, parking for up to 20 cars, potential future portolette installation (to be determined).
  - b. Local Park #2 - junior and senior play structure, unstructured play area / unprogrammed open space, major shade structure, formal entry / seating area, mini soccer pitch, parking for up to 20 cars, potential future portolette installation (to be determined).

## Local Park #1

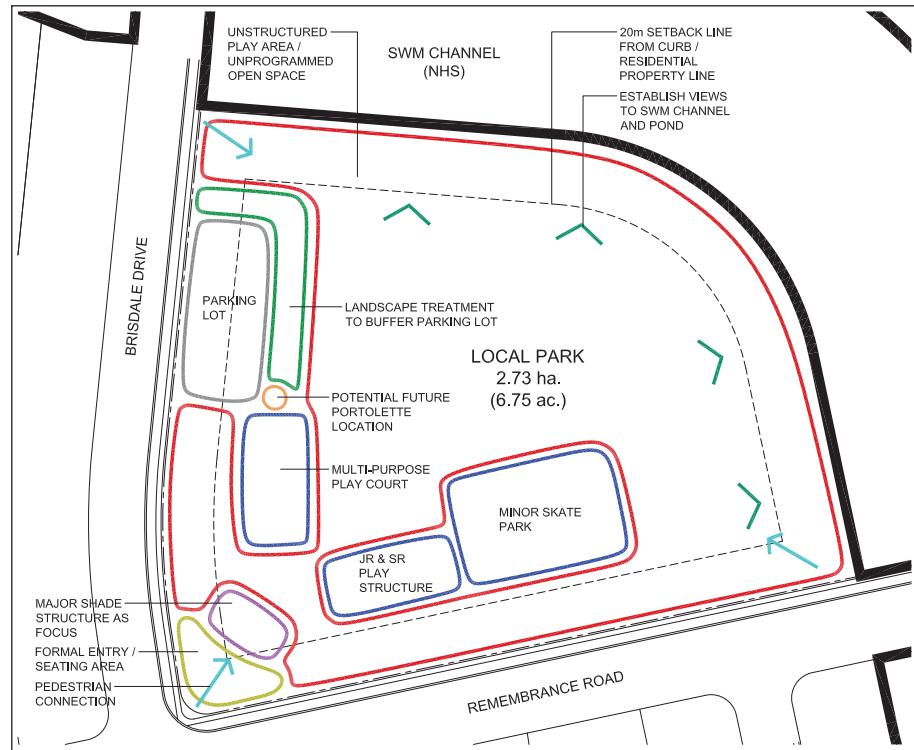


Fig. 3.3.5.2a - Local Park #1 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

## Local Park #2

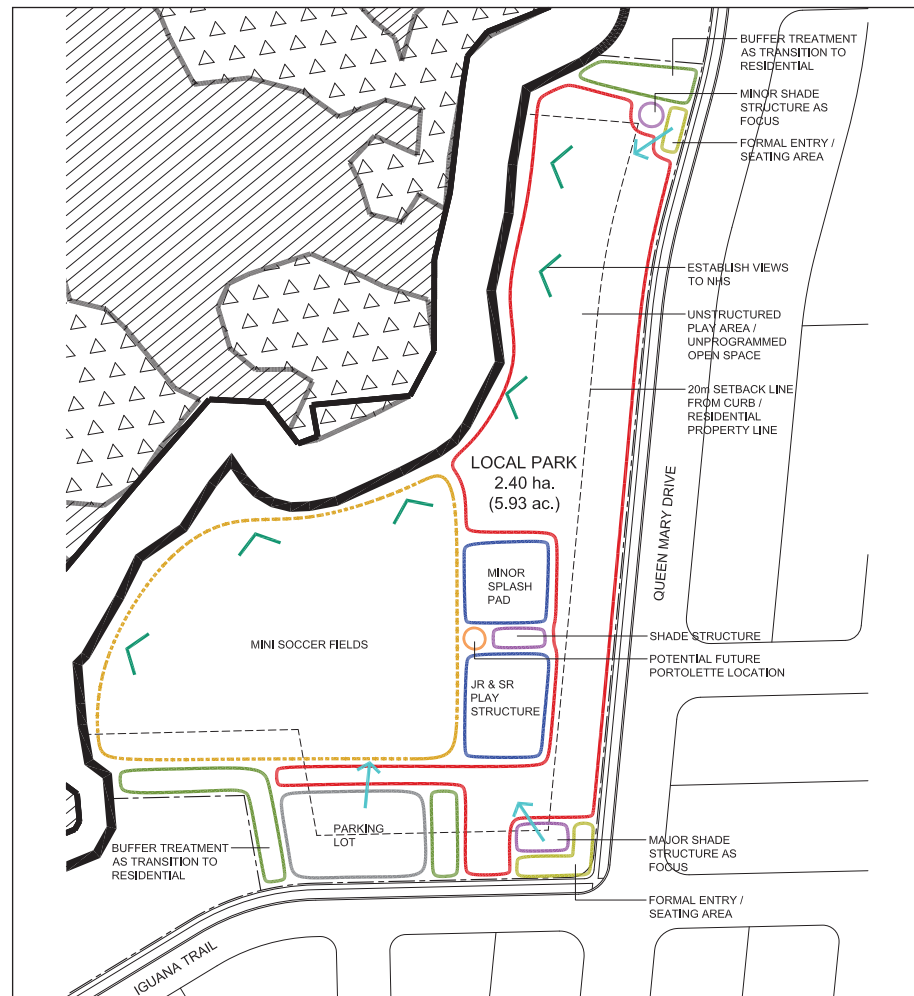


Fig. 3.3.5.2b - Local Park #2 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

### 3.3.5.3 Parkettes

Parkettes provide a central common green space and largely identify the character of each individual neighbourhood, providing a place for residents to interact, children to play and social events to occur. Four Parkette designations have been included in Mount Pleasant Block Plan Area 51-2. The locations include -

Parkette #1 - at the intersection of Thornbush Blvd. and Clockwork Dr., west of Creditview Rd. and south of Mayfield Rd.

- Area - 0.80 ha. (1.98 ac.)

Parkette #2 - south of the Spine Road, between Brisdale Dr. and Chinguacousy Rd., abutting the NHS/channel alignment.

- Area - 0.76 ha. (1.88 ac.)

Parkette #3 - north of the Spine Road, at the corner of Clockwork Dr. and Edenbrook Hill Dr.

- Area - 0.99 ha. (2.45 ac.)

Parkette #4 - South of the Spine Road, east of Chinguacousy Rd., adjacent to the west side of the NHS/channel alignment.

- Area - 0.74 ha. (1.83 ac.)

Landscape Guidelines:

Standard Treatment

- Provides active and passive recreation opportunities at the local residential or mixed neighbourhood level.
- Parkettes shall be planned and designed as the central part of each surrounding neighbourhood.
- As a neighbourhood focal feature, parkettes are sited with frontages on a minimum of 2 public streets or lanes to promote views.
- Parkettes have been located separate from school blocks in order to provide better open space distribution for the community and to prevent over-use of the park facilities.
- Key features of the Parkette should be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, should be consistent with neighbourhood themes (surrounding houses and other open space components).
- Playgrounds should be designed as a major focal element for the park.
- Ensure a unique character or play experience is established for each park through park theming and a multitude of play equipment types. Avoid repetition of play equipment types and layout amongst different parks.
- Junior and senior play equipment shall not be separated by asphalt pathways in order to avoid play surface material (wood chip, sand) from migrating onto the walkway.
- The extent of asphalt pathways within the park should be minimized and unnecessary duplication with other walkways or sidewalks should be avoided.
- Provide reasonably level and functional open play areas for passive recreation use.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Provide transitional planting within parks that interface with the NHS, utilizing a planting palette that is consistent with the existing or proposed plant material found within the natural feature.
- Tree planting shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.
- Features to include the following -
  - a. Parkette #1 - junior and senior play structure, unstructured play area, minor shade structure.
  - b. Parkette #2 - junior and senior play structure, unstructured play area, minor shade structure, potential future portolette installation.
  - c. Parkette #3 - junior and senior play structure, unstructured play area, minor shade structure.
  - d. Parkette #4 - junior and senior play structure, unstructured play area, minor shade structure, potential future portolette installation.

## Parkette #1

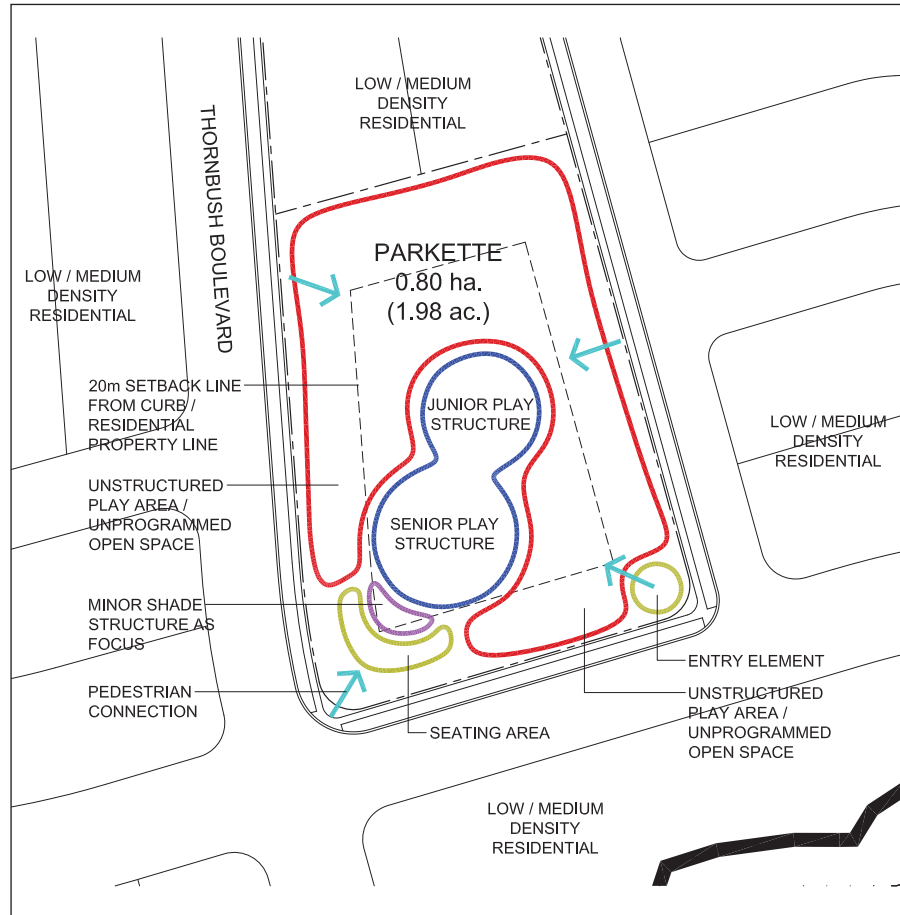


Fig. 3.3.5.3a - Parkette #1 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

## Parkette #2

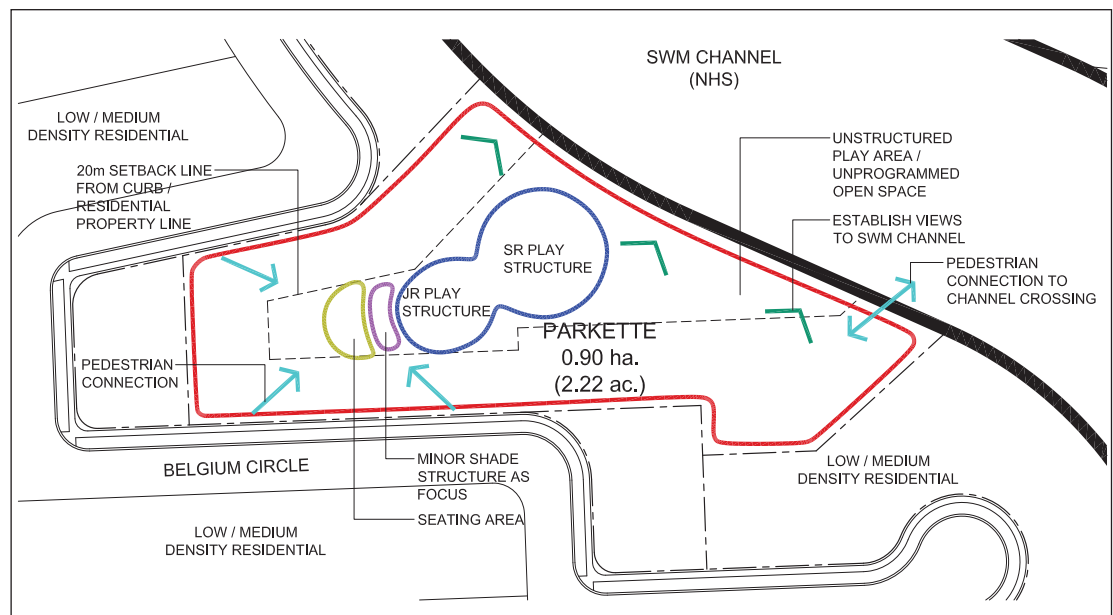


Fig. 3.3.5.3b - Parkette #2 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).



### Parkette #3

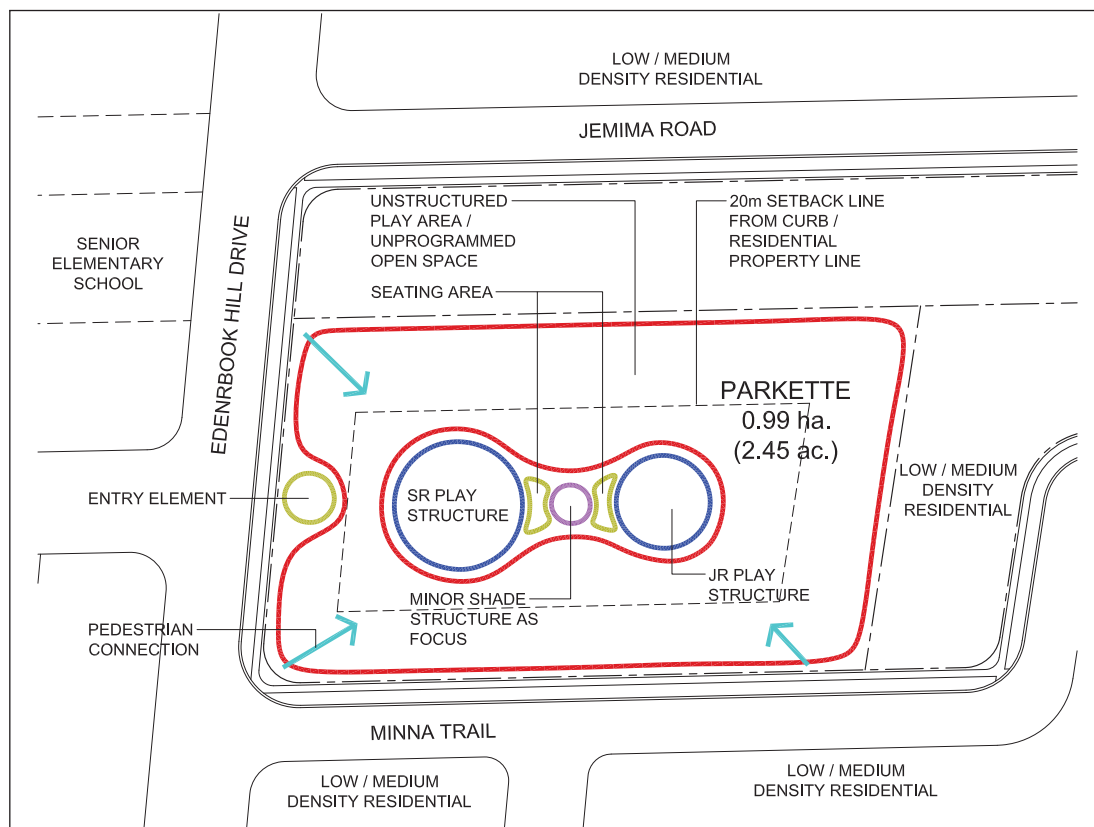


Fig. 3.3.5.3c - Parkette #3 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

### Parkette #4

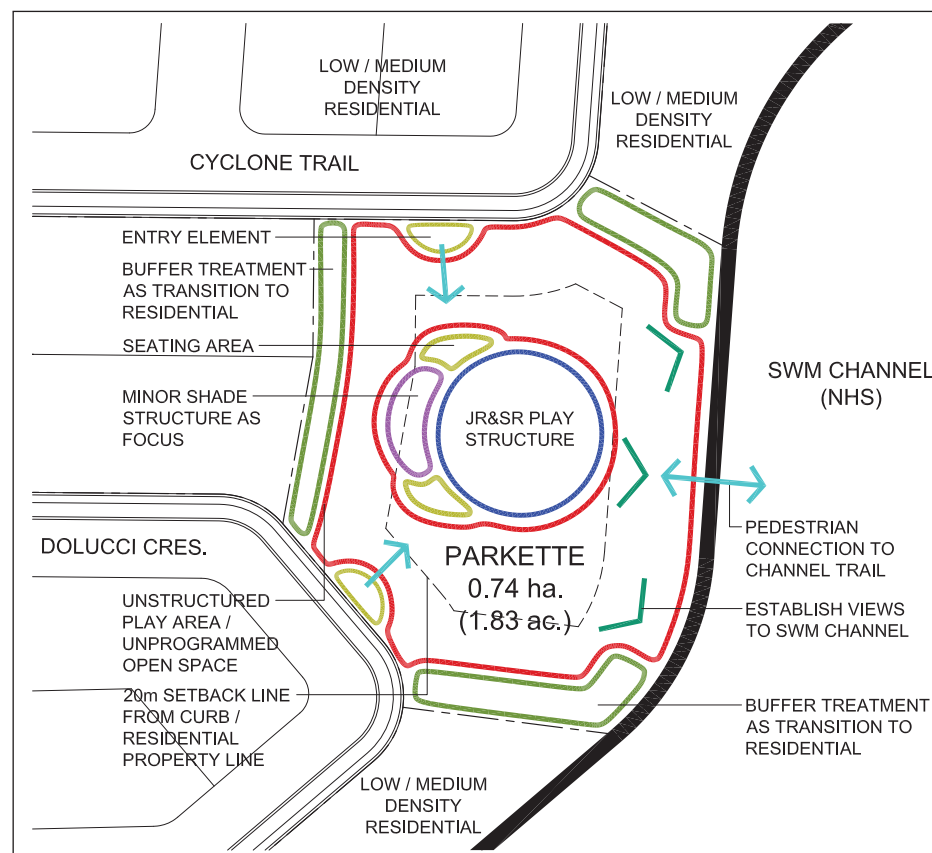


Fig. 3.3.5.3d - Parkette #4 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

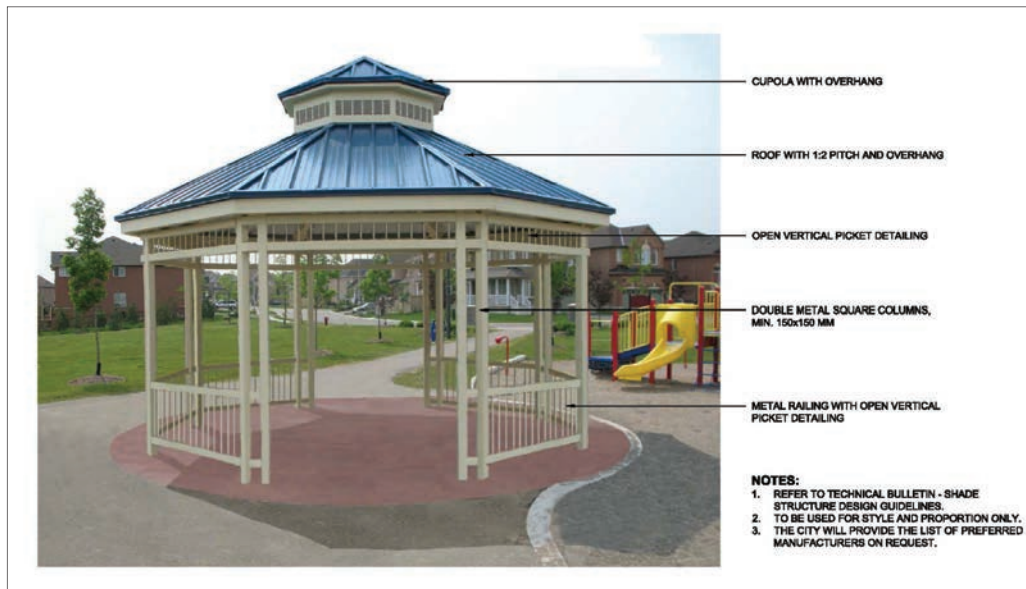


Fig. 3.3.5.3e - Example of a City of Brampton standard minor shade structure with railing option (PDD 803). Custom designed structures may be considered where appropriate to a given park layout and theme.

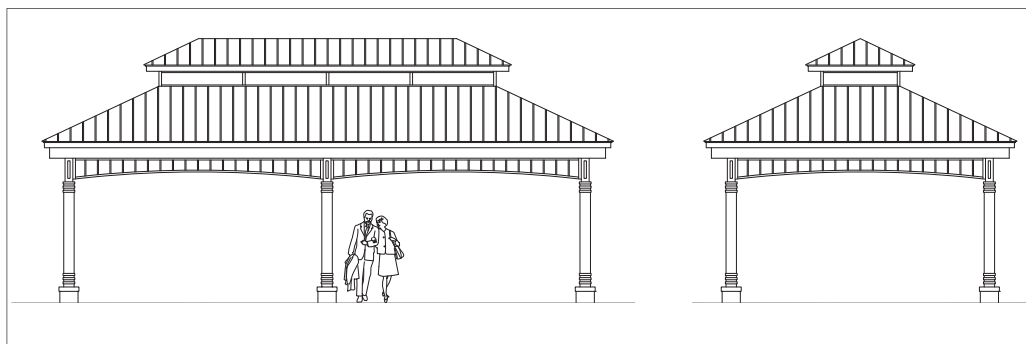


Fig. 3.3.5.3f - Conceptual example of a major shade structure, illustrating the scale and form that may be integrated into applicable parks within the Alloa Green Community.

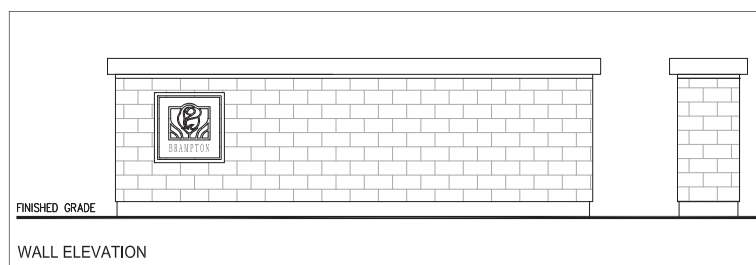


Fig. 3.3.5.3g - Conceptual example of a feature wall with integrated City of Brampton signage that may be incorporated as part of the park entry (refer also to section 3.3.4 Gateways).

### 3.3.5.4 Vest Pocket Parks

Vest Pocket Parks provide opportunities to introduce predominantly passive-use, green spaces to sub-neighbourhood areas as a supplement to the distribution of Parkettes, Local Parks and Town Squares. These open spaces are typically located to provide better access to parks where road configuration and/or NHS features may result in less than ideal proximity to Local Parks or Parkettes for some neighbourhood areas.

Vest Pocket #1 - between the Spine Road and Wanless Dr., adjacent to the SWM pond, east of Creditview Rd.

- Area - 0.53 ha. (1.31 ac.)

Vest Pocket #2 - south of Mayfield Rd., between the NHS channel alignment and Chinguacousy Rd.

- Area - 0.40 ha. (0.99 ac.)

Vest Pocket #3 - south of the Spine Road, west of McLaughlin Rd.

- Area - 0.41 ha. (1.01 ac.)

Landscape Guidelines:

#### i. Non-Standard Treatment

- Vest Pocket #1 has been situated across from a SWM pond to the east and should serve to frame views to and from the pond, effectively serving as an extension of the open space feature. Entry elements and seating should be oriented towards the east street and pond where a connection between the 2 features can be emphasized.

#### ii. Standard Treatment

- Predominantly soft landscaped areas that are designed for passive uses and programmed active play.
- Services the local neighbourhood and supplements other neighbourhood park types.
- Locate where other Neighbourhood Park types would be inappropriate or out of context.
- Sited with frontages on a minimum of 2 public street frontages with housing fronting onto the park as much as possible to create attractive street edges.
- Playgrounds may be designed as a major focal element for the park.
- Ensure a unique character or play experience is established for Vest Pocket Parks #1 and #2 through park theming and a multitude of play equipment types. Avoid repetition of play equipment and layout amongst different parks.
- Provide reasonably level and functional open play areas for passive recreation use.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species. Planting scheme should consider the transition to any existing or proposed adjacent natural features (woodlots, wetlands).
- Tree planting shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Features to include the following -
  - a. Vest Pocket #1 - junior play structure, seating area, entry element, unstructured play area / unprogrammed open space.
  - b. Vest Pocket #2 - junior play structure, seating area, unstructured play area / unprogrammed open space.
  - c. Vest Pocket #3 - junior play structure, seating area, entry element, unstructured play area / unprogrammed open space.

### Vest Pocket #1

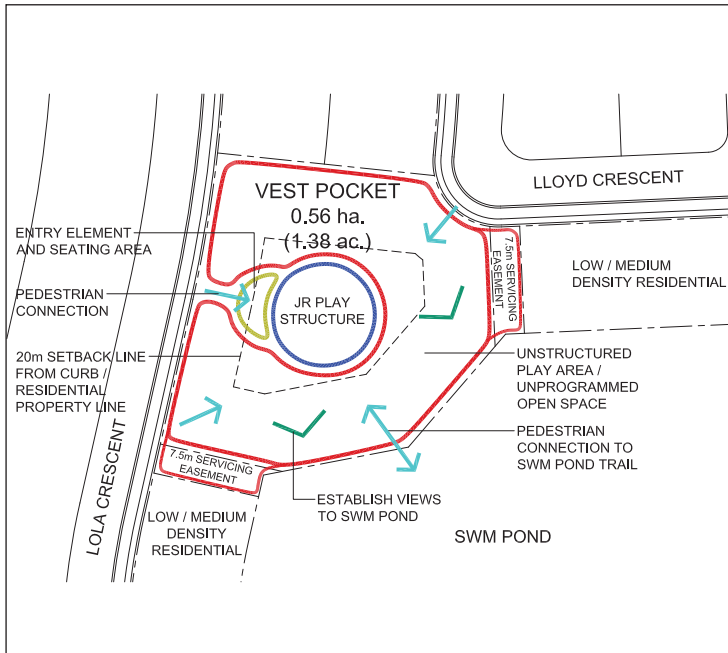


Fig. 3.3.5.4a - Vest Pocket #1 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

### Vest Pocket #3

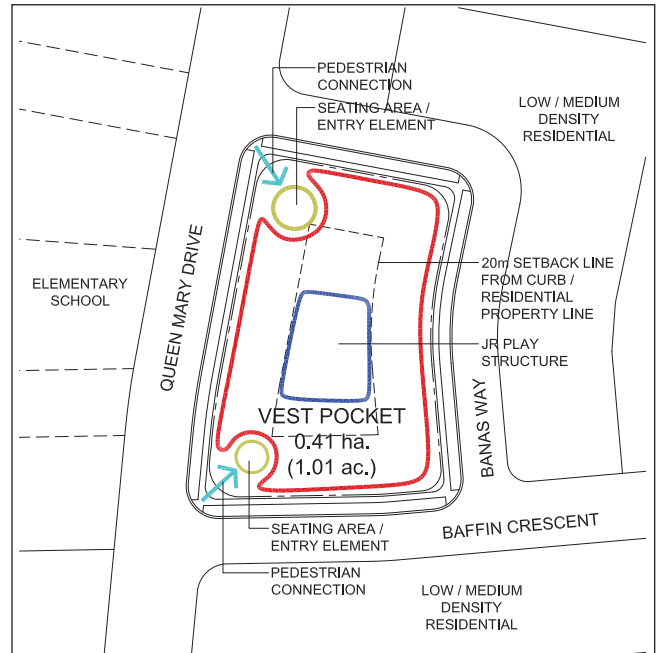


Fig. 3.3.5.4b - Vest Pocket #3 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).

### Vest Pocket #2

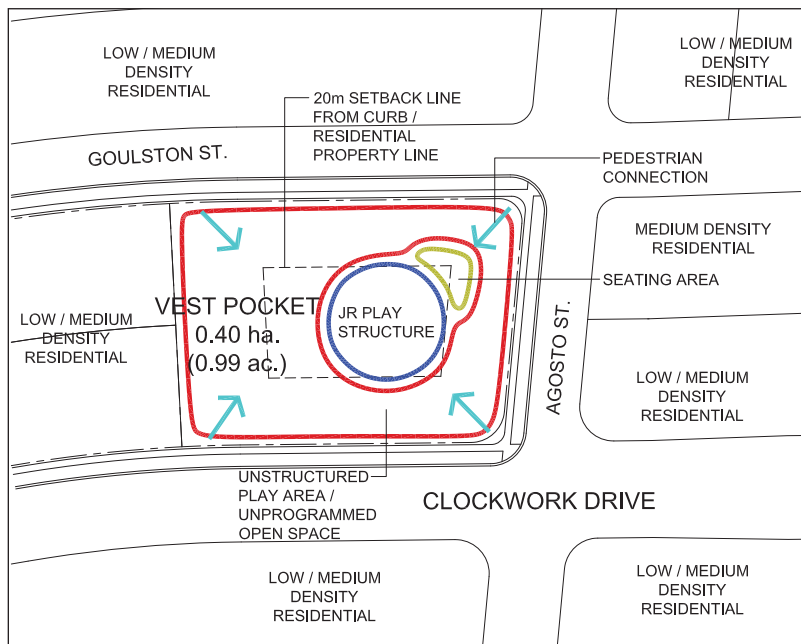


Fig. 3.3.5.4b - Vest Pocket #2 conceptual facility fit diagram (detailed design of the park will be determined at the subdivision landscape drawing review stage).



### 3.3.5.5 Proposed Parkland Analysis

Mount Pleasant Block Plan Area 51-2 - Proposed Parkland Analysis						
Park Number	Type	Neighbourhood Location	Area (hectares)	Area (acres)	Proposed Park Facilities	Comment
1	Town Square	A	0.35	0.86	jr. and sr. play structure, minor shade structure, seating areas, formal planting, decorative paving, unstructured play area / unprogrammed open space, urban treatment	
2	Town Square	H	0.69	1.71	jr. and sr. play structure, major shade structure, seating areas, formal planting, decorative paving, unstructured play area / unprogrammed open space, urban treatment	
1	Local Park	D	2.73	6.75	jr. and sr. play structure, unstructured play area / unprogrammed open space, major shade structure, minor skate park, multi-purpose court, parking for up to 20 cars, potential future portolette tbd	
2	Local Park	J	2.4	5.93	jr. and sr. play structure, minor splash pad, unstructured play area / unprogrammed open space, major shade structure, mini soccer pitches, parking for up to 20 cars, potential future portolette tbd	
1	Parkette	B	0.80	1.98	jr. and sr. play structure, unstructured play area / unprogrammed open space, minor shade structure, seating area	
2	Parkette	D	0.90	2.22	jr. and sr. play structure, unstructured play area / unprogrammed open space, minor shade structure, seating area	
3	Parkette	G	0.99	2.45	jr. and sr. play structure, unstructured play area / unprogrammed open space, minor shade structure, seating area	
4	Parkette	H	0.74	1.83	jr. and sr. play structure, unstructured play area / unprogrammed open space, minor shade structure, seating area	
1	Vest Pocket	A	0.56	1.38	jr. play structure, unstructured play area / unprogrammed open space, seating area, entry element	
2	Vest Pocket	F	0.40	0.99	jr. play structure, unstructured play area / unprogrammed open space, seating area	
3	Vest Pocket	I	0.41	1.01	jr. play structure, unstructured play area / unprogrammed open space, seating area, entry element	
<b>Total - Neighbourhood Parks</b>			10.97	27.11		
<b>Grand Totals</b>						
Total Population		17,491				
Total Nbhd Park Dedicated (ac.)		27.11				
Total Nbhd Park Credited (ac.)		27.11				
Total Nbhd Park Required (ac.) (@0.5ha./1000)		21.61				
Nbhd Park Balance (ac.)		5.50				

Fig. 3.3.5.5a - Mount Pleasant Block Plan Area 51-2 - Proposed Parkland Analysis

### 3.3.6 Stormwater Management Facilities

The City of Brampton's Stormwater Management Standards Subcommittee has recently formulated an update to the engineering standards for SWM ponds proposed for the Mount Pleasant Community. The revised criteria reflect the minimum requirements of the City's Operating Divisions and Fire & Emergency Service Divisions and shall inform the Environmental Implementation Report (EIR) submission and the subsequent SWM pond detail designs. Although, these updated SWM pond standards will result in more efficient land usage, urban design principles applied to conventional pond layouts will be maintained.

The 9 swm ponds proposed within Block 51-2 have been located in relation to existing natural drainage patterns of the site and, where appropriate, within the vicinity of existing natural heritage features. From a community design standpoint these locations will augment the extent of natural areas and provide viewshed opportunities to and through the NHS. With approved City of Brampton design standards, these key components of the open space system should be developed to accommodate passive recreation (pedestrian path connections) and should be designed in accordance with the following criteria -

#### Landscape Guidelines:

##### Pond Layout -

- A 2.4m wide mowed grass "rescue shelf" shall be located above the high water level and around the perimeter of the SWM pond block.
- Where possible, the rescue shelf may also be used as the maintenance access road and/or pedestrian trail connection.
- All maintenance access roads shall be a width of 4.0m, located on at least two sides of the pond, with a minimum of 2 entry points provided from the adjacent streets.
- The use of armourstone is generally not permitted except in special extenuating circumstances as a seat wall, which must be dimensional oval stone or retaining wall separating an overlook.

##### Street Network -

- Each facility shall have a significant street frontage to enhance its visibility within the community.

##### Streetscape -

- Potential areas for public viewsheds through the pond and towards NHS features shall be identified along the adjacent street.

##### Landscape Treatment -

- One row of regularly spaced canopy trees inside the SWM pond block to be staggered with the row of street trees along the street line.
- Naturalized planting throughout consists of whips, native multi-stem shrubs, native ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition.
- Planting is to be consolidated in large groups with significant gaps to allow for permanent views of the ponds from adjacent streets.

##### Pathways -

- A continuous trail is required around all sides of a SWM pond, except on those sides that are directly adjacent to a sidewalk or multi-use path within the road right-of-way.
- Maintenance access roads may be used as a pedestrian trail and where feasible connect with segments of the trails and pathways network to facilitate important linkages throughout the Block.

##### Lookout -

- All SWM ponds will integrate lookout features at prominent locations to provide views into and through the pond.
- The lookout features shall typically include decorative paving, seating elements (benches and/or seatwalls) and upgraded planting.
- A shade structure or arbour type feature may be integrated where a focal element or shading for seating areas is desirable.

##### Utilities -

- Should utility structures be placed in a swm facility, they will be screened from public view with planting and fencing or other built feature, as necessary.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities of the DDG. As well, all facilities are subject to the City of Brampton standard requirements for stormwater management pond design. Further refinement to the depiction of pond layouts, maintenance access roads, rescue shelves, trail connections, etc. may occur as a result of an ongoing evaluation of standards by the City of Brampton.

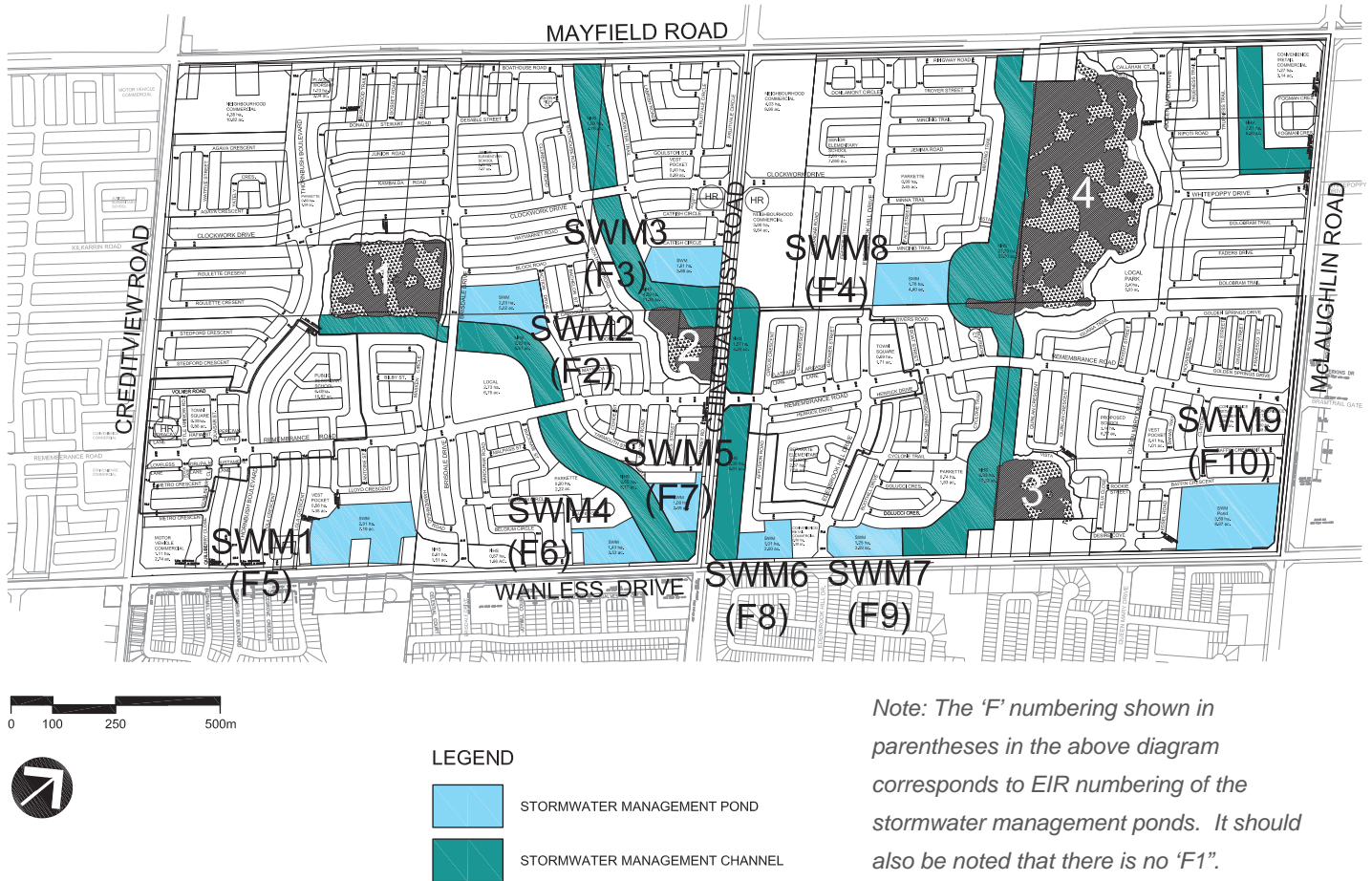


Fig. 3.3.6a - Distributon of SWM ponds, identified to correspond with the following conceptual facility fit diagrams.



Fig. 3.3.6b - SWM facilities with integrated pedestrian paths/maintenance access roads will provide public viewshed opportunities from adjacent residential streets through towards adjacent natural features.

The following SWM pond facility fit diagrams illustrate the proposed trail connections through the pond and with the adjacent trail network (channel trails, TCPL trail, Class I arterial road trail):

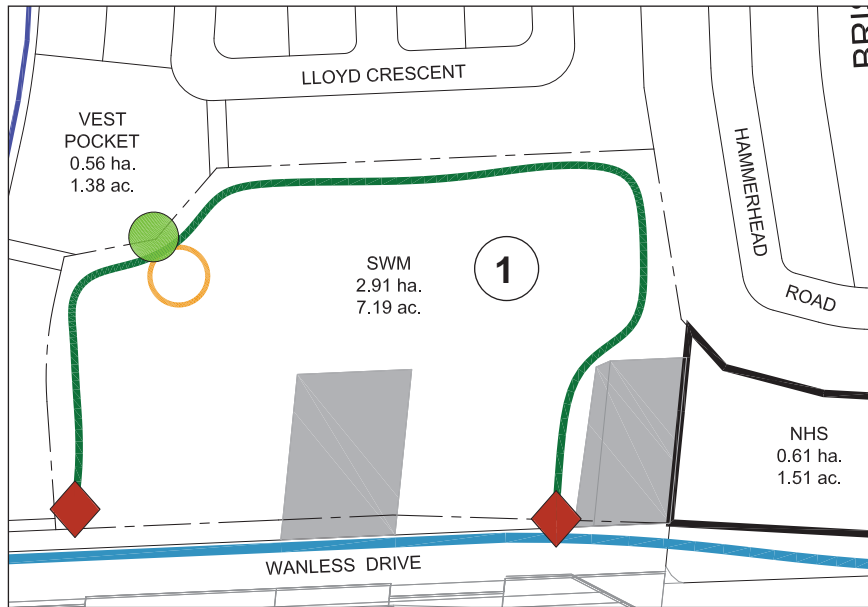


Fig. 3.3.6c - SWM Pond #1 Facility Fit.

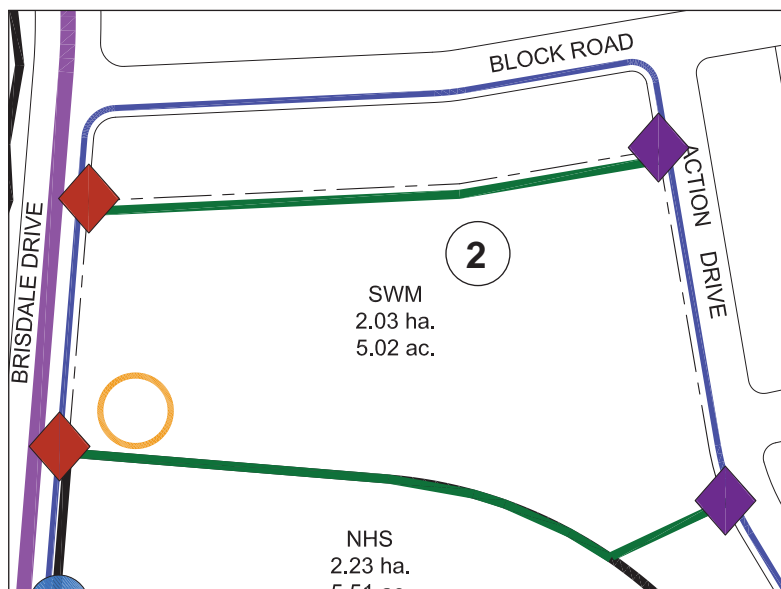
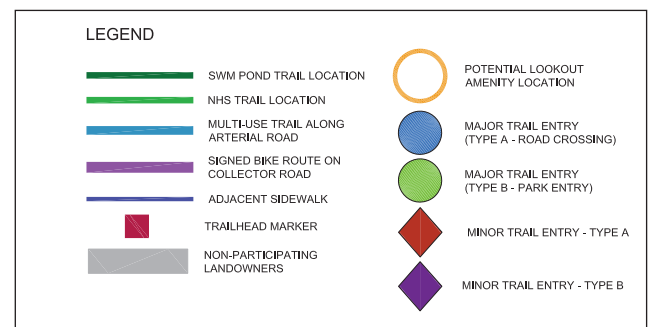


Fig. 3.3.6d - SWM Pond #2 Facility Fit.





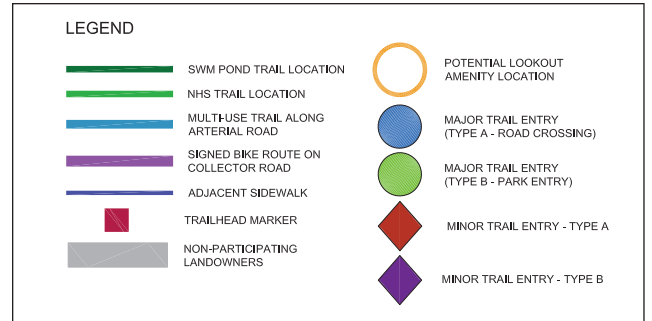
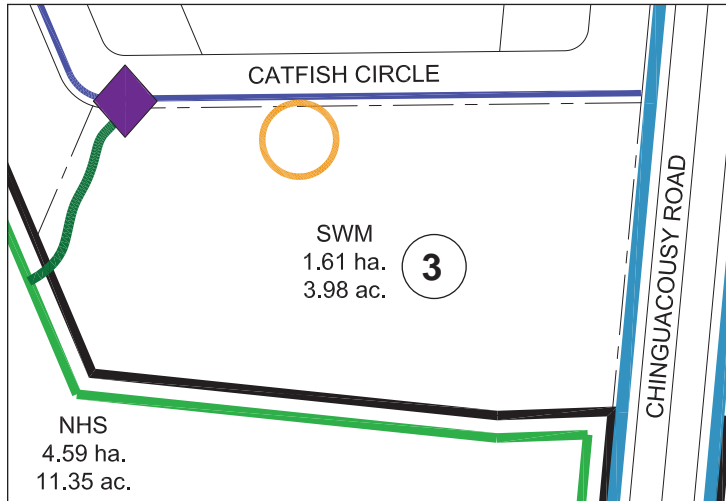


Fig. 3.3.6e - SWM Pond #3 Facility Fit.

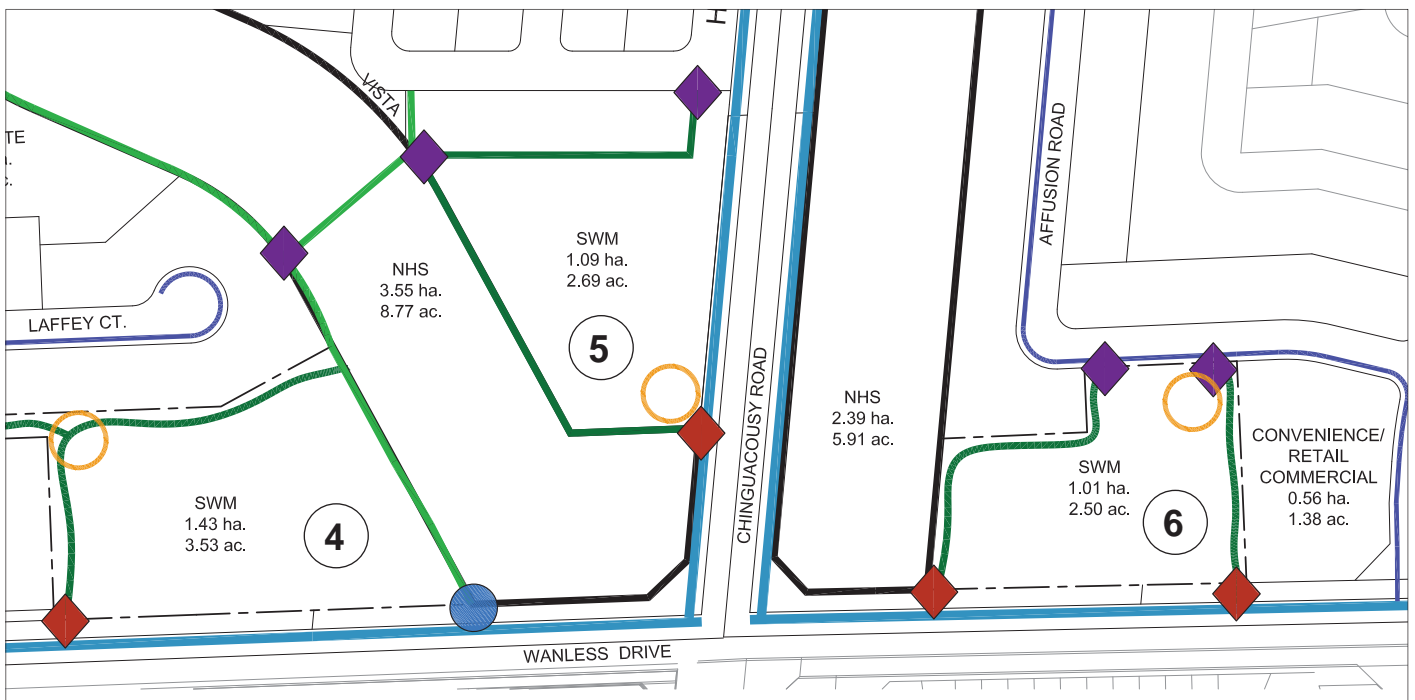


Fig. 3.3.6f - SWM Pond #4, #5 and #6 Facility Fit.

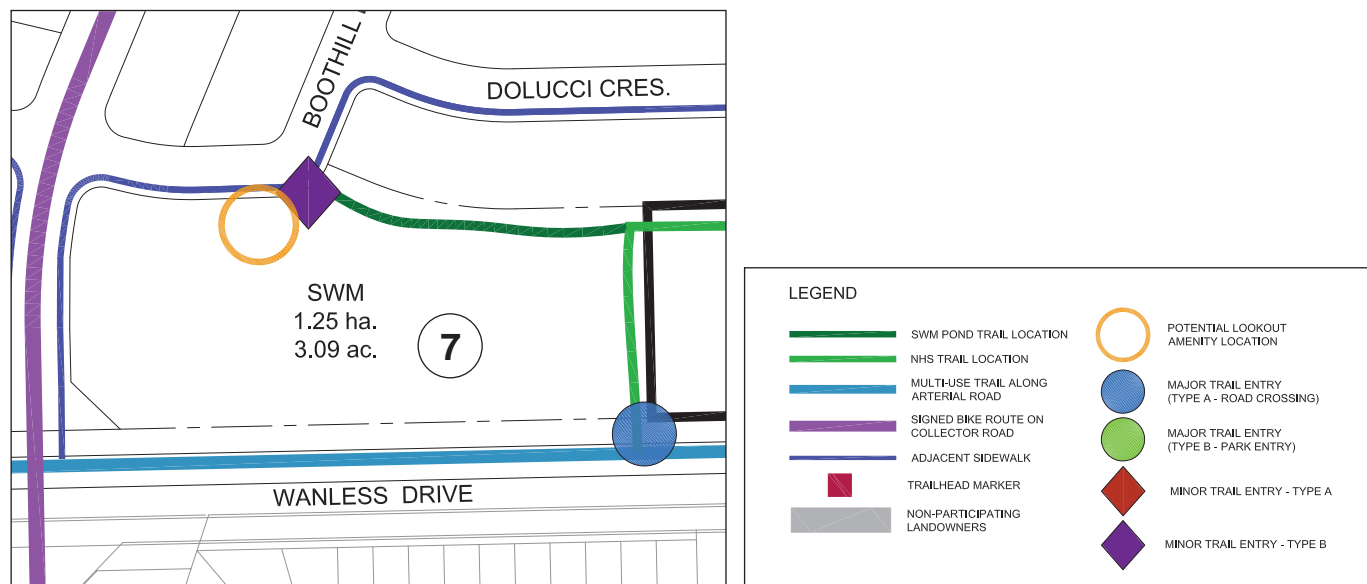


Fig. 3.3.6g - SWM Pond #7 Facility Fit.

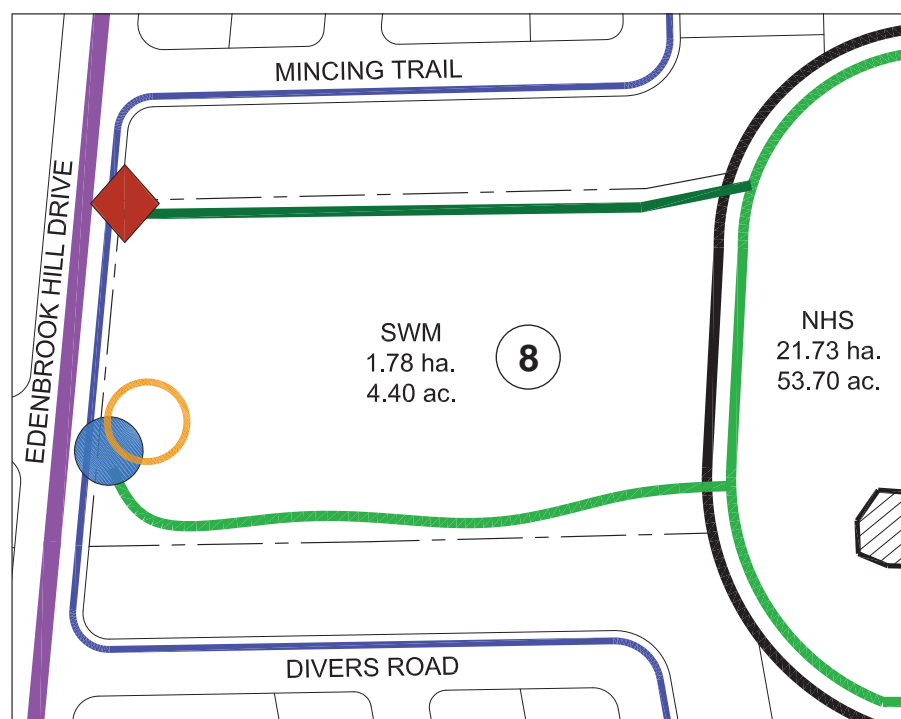


Fig. 3.3.6h - SWM Pond #8 Facility Fit.

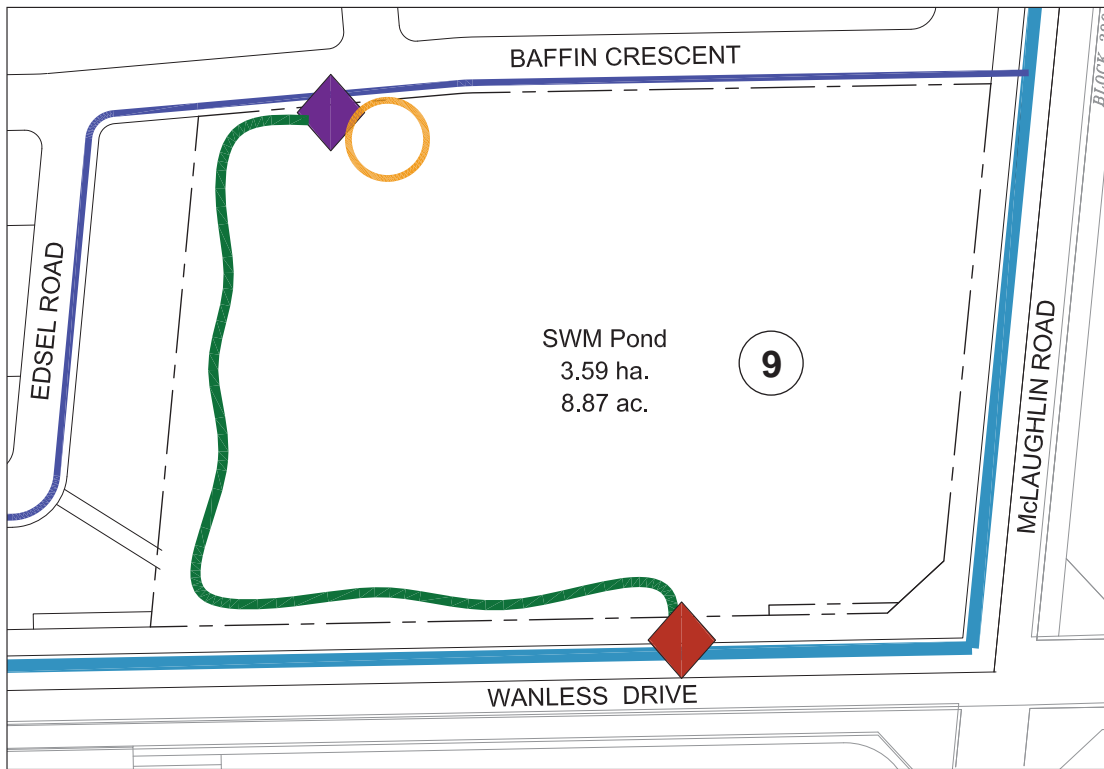


Fig. 3.3.6i - SWM Pond #9 Facility Fit.

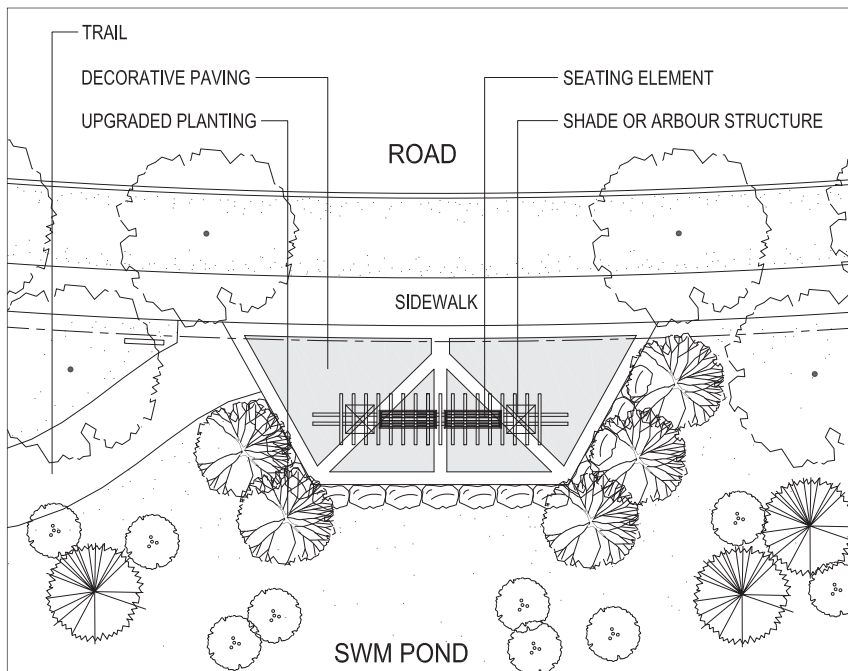


Fig. 3.3.6j - Conceptual plan example of a lookout feature integrated into the pond design to promote views towards key vistas and natural features.

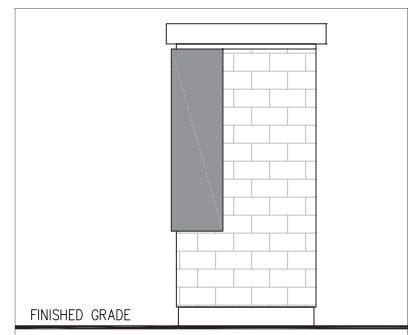


Fig. 3.3.6k - Conceptual example of a marker feature that may be used at trailhead locations.

### 3.3.7 Street Tree Planting Strategy

Street trees are an integral element in establishing character and definition for all street types. A street tree planting strategy has been prepared for Mount Pleasant Block Plan 51-2, that responds to the various designated land uses and road hierarchy. The strategy establishes 4 basic categories for street trees, including the following:

- Native/Non-Invasive Trees (Coarse-Textured Species) - typically located on streets adjacent to natural open space features.
- Special Trees (Ornamental / Coarse-Textured Species) at Significant Community Entries - typically located at significant community entry points.
- Coarse-Textured Species - typically to all street hierarchy types, including local, collector and arterial roads.
- Fine-Textured Species - typically located along local streets.

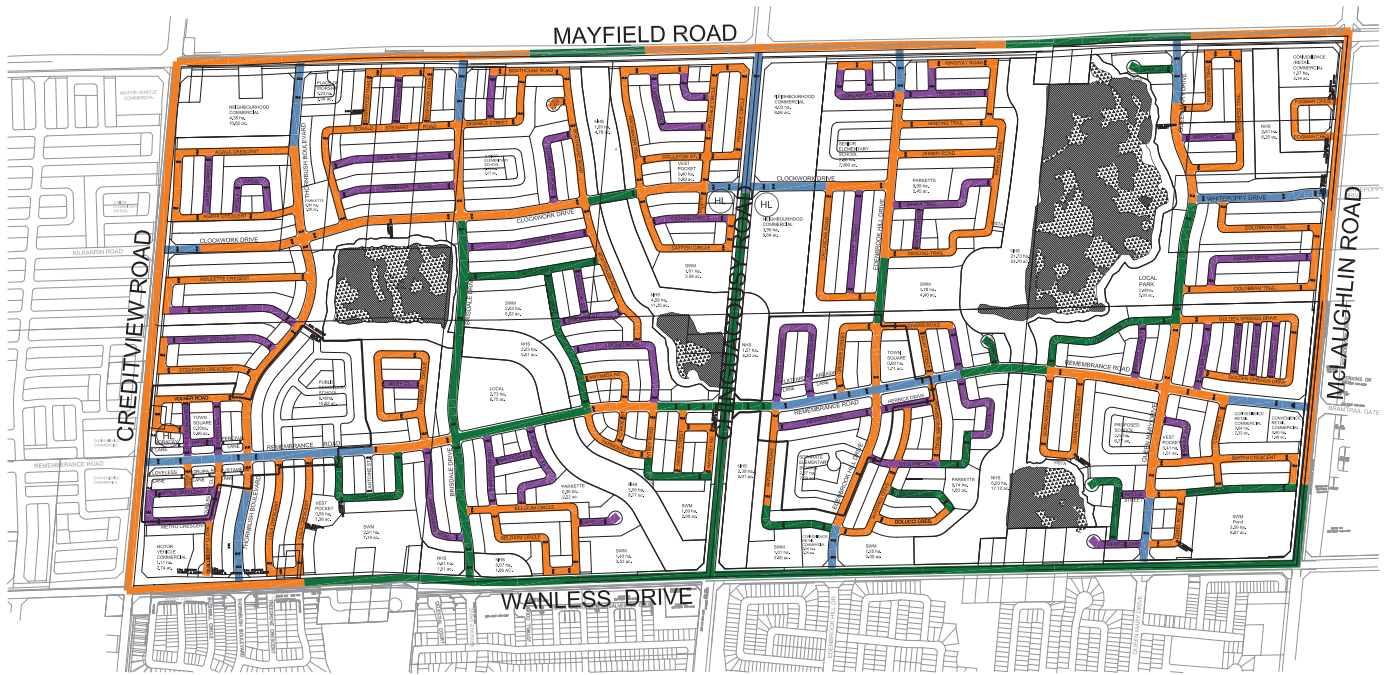
#### Landscape Guidelines:

- Selection of proposed street tree species shall be from the City of Brampton's current Recommended List of Street Trees.
- Street tree sizes shall comply with City of Brampton minimum caliper size standard.
- Street trees larger than the minimum standard may be specified, particularly to highlight character streets, focal areas or significant entry points.
- Ornamental or flowering trees may be used at key entry streets to help define or emphasize gateway features.
- Native, non-invasive tree species should be selected for streets adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds.



*Fig. 3.3.7a - Conceptual image showing how street trees can establish character and definition for a given street type.*





#### LEGEND

- NATIVE / NON-INVASIVE TREES  
(COARSE-TEXTURED SPECIES)
- SPECIAL TREES (ORNAMENTAL /  
COARSE-TEXTURED SPECIES) AT  
SIGNIFICANT COMMUNITY ENTRIES  
AND MIXED-USE NODES
- COARSE-TEXTURED SPECIES
- FINE-TEXTURED SPECIES

Fig. 3.3.7b - Conceptual Street Tree Planting Strategy Plan

## 3.4 Built Form Guidelines

### 3.4.1 Built Form Character

A high quality, attractive built form character will be achieved through a mix of building types with rich and varied architectural treatments that create visual interest, provide increased height and massing at key locations, promote comfortable vibrant pedestrian environments and help to foster the identity of Block 51-2, together with Block 51-1, as a complete community. Given the large scale of the community, it is advisable that a wide range of harmonious architectural styles be provided. Objectives for built form are set out below:

- Allow for flexibility, variability and creativity in the creation of architectural design expressions while providing clear design parameters.
- The use of contemporary and tradition-based architectural precedents will be utilized to create a cohesive ‘urban village’ character. Architectural styles and design proposals for all buildings will be evaluated for suitability, based upon the building’s use and location within the community, through an architectural control process and site plan approval process (where necessary).
- Buildings should be designed and articulated to provide visual interest and character facing public areas.
- Built form character will be influenced by a wide range of densities, building forms and land uses organized to provide visual emphasis and intensity within the various neighbourhoods, mixed-use nodes and main streets of the community. Greater densities and higher intensity uses will be located within the 2 Mixed-Use Nodes which are linked together by the east-west portion of the Spine Road leading from the higher order core area of MPV and its associated transit hub and connecting with McLaughlin Road.
- A range of residential building types, sizes and tenures will provide variety and choice in order to respond to a broad demographic and a wide set of homeowner needs. This will allow flexibility for residents to remain within the community over time.
- Within Mixed-Use Nodes the use of architecture which emulates an urban “main street” character will be encouraged. Opportunity for live-work townhouses will be provided within the Nodes to promote pedestrian activity and offer opportunity for home-based retail/service uses. Each Node will be encouraged to develop a distinct character to promote an identifiable sense of place within the community. The architectural character of these areas will be developed in consultation between the developer, builder, city urban design staff and the control architect.
- Each neighbourhood should contain varied architectural expression. Architectural themes for neighbourhoods or housing enclaves may occur at the subdivision stage and will be coordinated among adjacent builders in conjunction with the Control Architect.
- Buildings should be designed and sited to respond appropriately to their location within the community and to be complementary to the community landscape design initiatives of the public realm. The intent is to maintain positive relationships between built form and public spaces in order to yield quality streetscapes while encouraging architectural variety and innovation.
- Setbacks of buildings from the street will be kept to a minimum within the Mixed-Use Nodes and along major roads where higher intensity uses are situated. In particular, setbacks for dwellings flanking the Spine Road will be reduced and special designs required to promote an active street edge.
- A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street. More prominent massing will be found within the Mixed-Use Nodes and at corners of major streets and gateway locations to highlight the significance of these intersections and to define vistas.



- Lane-based housing is proposed for strategic areas within the community. Lane-based housing promotes an attractive traditional urban form that benefits these areas by removing the garage and servicing elements from the streetscape and fostering a pedestrian-friendly streetscape.
- Garages for dwellings within the Nodes and the Spine Road will generally be located away from street view to the greatest extent feasible. Front loaded street-facing garages will occur in other areas of the neighbourhood, outside of the Nodes and away from the Spine Road. Where street-facing garages occur, they will be designed to be a subordinate element within the streetscape.
- The use of high quality, durable, low-maintenance building materials should be selected to support the intended architectural character of the building.



*Fig. 3.4.1a - Mixed-Use Nodes will be encouraged to develop an attractive 'main street' character to promote 'sense of place' within the community*



*Fig. 3.4.1b - Neighbourhood streetscapes will provide for harmonious architectural character and ensure garages are subordinate*



*Fig. 3.4.1c - Buildings sited close to the streetline with heightened massing will characterize Mixed-Use Nodes and the Spine Road*



*Fig. 3.4.1d - Lane-based housing forms will occur in key areas of the community*



*Fig. 3.4.1e - Commercial buildings shall relate appropriately to the street to promote pedestrian activity*



*Fig. 3.4.1f - A variety of housing forms, sizes and tenures will be provided to offer choice within the marketplace*

### 3.4.2 Built Form Typologies

#### Standard Built Form (Addressed by Design Criteria in DDG)

The majority of built form to be constructed within the community will be comprised of “standard” residential building forms (defined as ground-related, front-loaded Low/Medium Density Residential and Medium Density Residential building types) located in Standard Areas of the community governed by the provisions of the DDGs, as shown in Section 2 of this document (CDG/DDG Area of Applicability Plan). This will include the following building types:

- Front-Loaded Single Detached Dwellings
- Front-Loaded Semi-Detached Dwellings
- Front-Loaded Townhouses Dwellings

The design and siting of all new housing within these areas of the community shall comply with the relevant design criteria and architectural control process as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG to ensure an attractive and visually cohesive community. Additional design criteria has been provided, where necessary, to address community-specific design criteria for Standard Built Form not presently contained in the DDG.

#### Non-Standard Built Form (Not Addressed by Design Criteria in DDG)

In addition to the provisions of the DDG, special provisions and design criteria have been provided within the Block 51-2 CDG to address non-standard residential forms (typically those with higher densities which provide needed support for transit-supportive communities), built form within Special Character Areas of the community and mixed-use/non-residential built form which is not explicitly covered by the Architectural Control Guidelines portion of the DDG. This will include the following building types:

- Lane-Based Housing (Townhouses and Semi-Detached and Single Detached)
- Lane-Based Housing Fronting onto Parks / Town Squares
- Stacked Townhouses
- Back-To-Back Townhouses
- Back-To-Back/Stacked Townhouses
- Live-Work Townhouses
- Dwellings Flanking onto the Spine Road
- Dwellings with Staggered Garages
- Commercial Buildings
- Motor Vehicle Commercial
- Place of Worship
- Schools
- Utility Buildings
- Other building forms may evolve through the subdivision design and approval processes. An Urban Design Brief may be required to provide supplementary information for new proposals for non-standard built form.



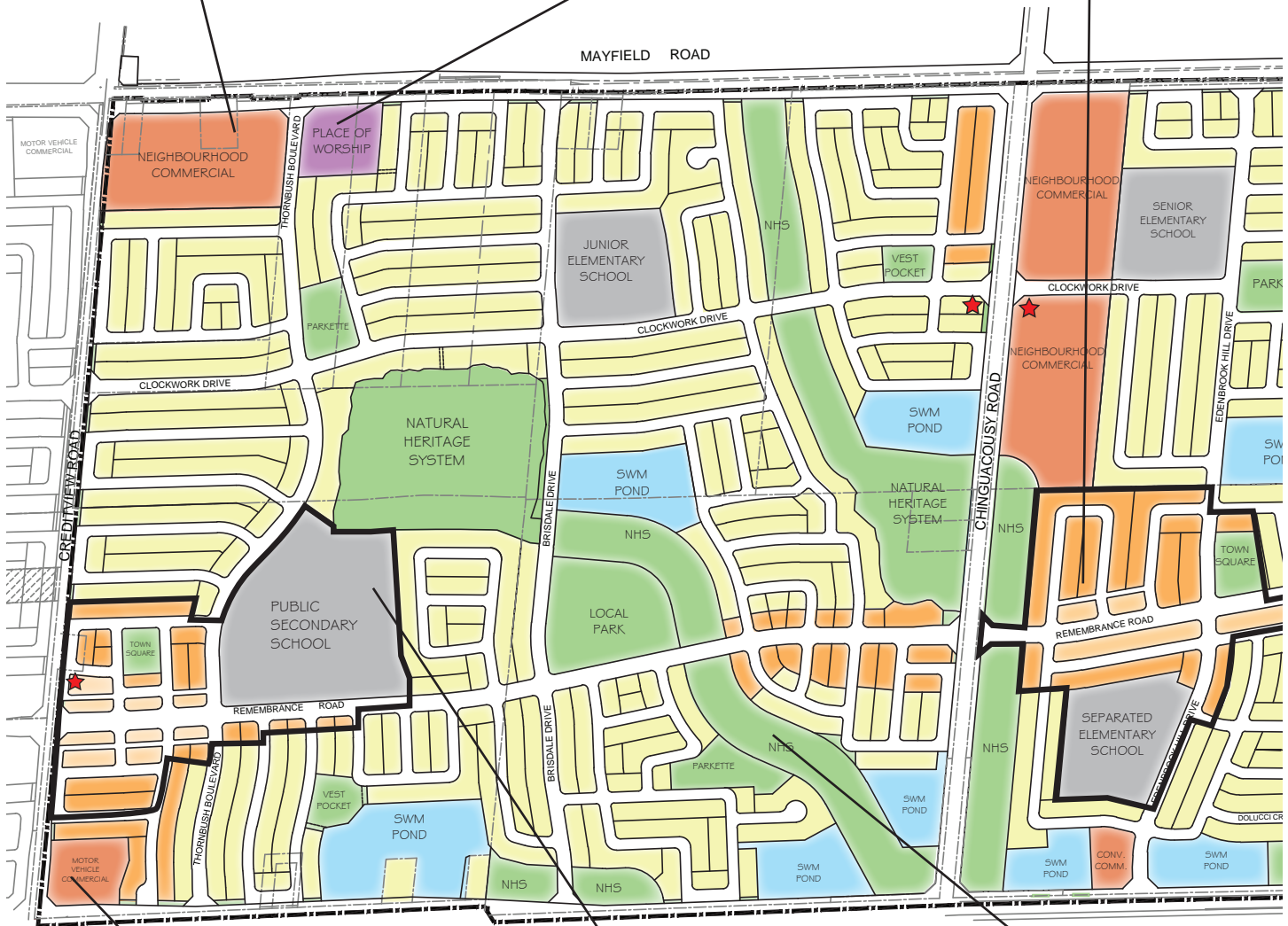


Fig. 3.4.2a - Built Form Plan - West Portion (Refer to following page for East Portion and Legend)



Fig. 3.4.2b - Built Form Plan - East Portion (Refer to preceding page for West Portion)



### 3.4.3 Design Criteria for Standard Built Form Types

A variety of housing forms and lotting patterns should be utilized within the community as appropriate to the location and designated density. All ground related residential developments are subject to the architectural control compliance review process. The following general design criteria should be observed:

- A mix of lot sizes and housing types within each neighbourhood should be provided.
- Allow for a variety of architectural expressions and elevation treatment to provide visual diversity within the streetscape. Repetition of architectural design should be permitted in key areas (such as surrounding parks or within nodes) where it helps to strengthen neighbourhood character.
- Offer a variety of housing choices to help create a diverse community for residents of different incomes, households and lifestyles.
- All elevations of the building visible within the public realm should be well articulated and detailed. Design emphasis for buildings at focal locations will be required.
- Building elevations exposed to public view will be evaluated through an architectural control process to ensure attractive, harmonious streetscapes are realized.
- The scale, height and massing of new housing should relate to the adjacent street while retaining a comfortable pedestrian scale.
- The visual impact of street-facing garages should be minimized through regulations to their width and projection beyond the front facade of the dwelling. Key areas of the community will require garages to be located away from street view.
- Provide ample fenestration and usable front porches to promote casual surveillance of public spaces from within the dwelling, contribute to public safety and assist in fostering a pedestrian-friendly community.
- Large concentrations of steps at the front entry are to be avoided unless they are a fundamental component of the building design style, i.e. brownstone vernacular or as required by grade.



Fig. 3.4.3a -Buildings should relate positively with the street and provide harmonious attractive streetscapes throughout Block 51-2

### 3.4.4 Design Criteria for Non-Standard Built Form Types

#### 3.4.4.1 LANE-BASED HOUSING (TOWNHOUSES, SEMI-DETACHED & SINGLE DETACHED)

Dwellings with lane-accessed rear yard garages have been strategically located within the Block 51-2 community in areas where intensive pedestrian activity is contemplated. This form of housing contributes positively to the built form character and streetscape appearance of the neighbourhood by providing a strong uninterrupted street edge that is more urban in character. Lane-based dwellings will typically be in the form of townhouses but may also include Semi-Detached Dwellings. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG the following architectural design criteria shall apply for Lane-based dwellings:

- Dwellings should typically be sited no further than 3.0m from the front lot line, wherever feasible. Reduced setbacks may be considered within Mixed-Use Nodes, the Spine Road and facing parks.
- Garages accessed from a rear laneway may be either attached to the dwelling or detached from the dwelling.
- Single or double garages are permitted.
- Amenity space may be provided in the form of a courtyard or a balcony above the garage and may differ from the size and scale of amenity space found in standard built form types.
- Lane-accessed garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. Units backing on to a laneway should employ secondary upgrades such as window style and detail consistent with front elevation, continuous frieze board, wall articulation, etc.
- Garages shall be designed and arranged to provide an attractive visual environment within the rear laneway.
- Garages shall be designed with articulated roof lines. The use of gables, dormers and/or other architectural elements should be considered in the design of lane garages to enhance the laneway.
- Garage doors should be sectional roll-up type. The use of glazed top panels within the door is encouraged.
- In addition to the municipal address plaque on the dwelling, a municipal address shall also be provided on the garage in a well lit location facing the lane. For safety, lighting should be provided at the garage entry.
- Parking pads are permitted beside the rear yard garage where space permits. For corner lots, parking pads should not be located between the garage and the exterior side lot line; they should be screened from street view.
- Pairing of garages within the laneway should occur when appropriate.
- Where feasible, utility and service meters should be located in the laneway, away from public view or screened.
- Garages should be sited to provide for access and drainage from the rear yard of the unit to the laneway.
- Garages on corner lots or other areas exposed to public view shall be of increased design quality consistent with the main dwelling.
- Habitable space or amenity space provided above an attached or detached rear yard garage is encouraged for its beneficial overlook effect on the lane.



Fig. 3.4.4.1a - Conceptual Image of Proposed Character for Lane-Based Townhouse Dwellings





Fig. 3.4.4.1b - Single Detached Dwellings with Lane-Accessed Garages



Fig. 3.4.4.1c - Semi-Detached Dwellings with Lane-Accessed Garages

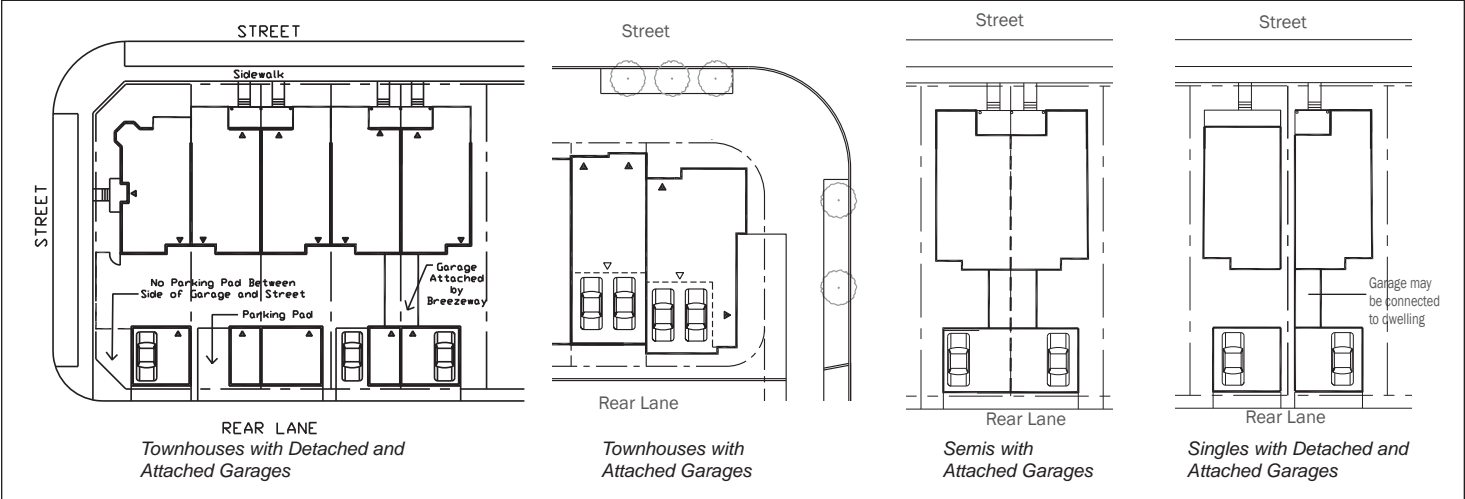


Fig. 3.4.4.1d - Conceptual Design Options for Lane-Accessed Garages (conceptual plan views)



Fig. 3.4.4.1e - Detached garages on Corner Lots require enhancement



Fig. 3.4.4.1f - Attached garage with outdoor amenity space above



Fig. 3.4.4.1g - Lanescape with habitable space above the garage



Fig. 3.4.4.1h - Bird's-eye view of attached garage with Courtyard

### 3.4.4.2 LANE BASED HOUSING FRONTING ONTO PARKS / TOWN SQUARES

In key areas of the community, Lane-Based Housing will be permitted to front directly onto passive parks and onto town squares. This form of housing is an excellent way to foster safe and active public amenities. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG and the relevant design criteria stated above for “Lane-Based Housing” within these Community Design Guidelines, the following shall apply:

- A walkway shall be provided from the front door facing the park to a public sidewalk within the park/town square, just beyond the front lot line.
- Building façades shall be highly articulated and themed to provide an attractive built form backdrop to the park / town square. Careful coordination of materials and colours will be required.
- Generous use of windows, front porches and/or balconies should be considered in the design to foster community safety through ‘eyes on the park’.
- Built form should be designed to respect and complement the landscape design and function of the adjacent park/town square.
- The front yard should be defined through the use of low metal fencing or raised planting beds to respect the boundary between the public and private realms. Solid fencing will not be permitted.
- Front yard landscaping packages should be provided and detailed within the Detailed Landscape Design Drawings.
- This form of development will be reviewed by the Control Architect in conjunction with City of Brampton.



Fig. 3.4.4.2a - Images of Lane-Based Housing Fronting Onto Parks / Town Squares

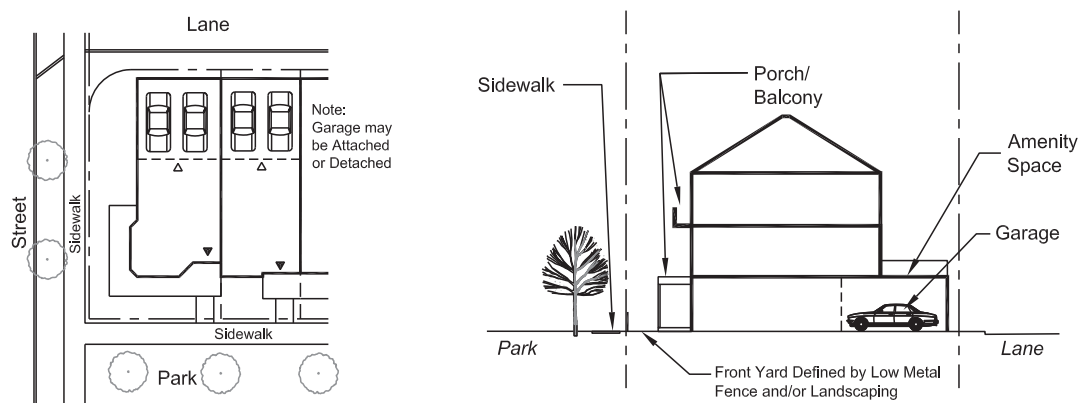


Fig. 3.4.4.2b - Conceptual Plan View and Cross-Section of Lane-Based Housing Fronting Onto Parks / Town Squares



### 3.4.4.3 STACKED TOWNHOUSES

Stacked Townhousing is typically a multilevel condominium housing form (typically 4 storeys, comprised of 2-storey units stacked on one another) with rear facing garages accessed from a private road. This is an increasingly popular building type in the Greater Golden Horseshoe area as it provides a low-rise, compact built form yielding relatively high densities. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG and the relevant design criteria stated for “Lane-Based Housing” within these Community Design Guidelines, the following shall apply:

- Private outdoor amenity space is typically provided in the form of a balcony located above the garage for the upper level units and in the form of an at-grade or sunken courtyard for the lower level units.
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted to allow for rooftop terraces.
- Rear yard parking accessed from a lane is preferred over front yard parking.
- Common open space areas, such as tot lots, may be provided where other park facilities are not located nearby.
- Walkways within Stacked Townhouse developments should provide safe and direct access between dwellings, parking areas, public areas and streets.
- Building façades shall be highly articulated to provide an attractive built form. Careful coordination of materials and colours will be required within each development to foster a distinct identity.
- Banked and screened utility meters are encouraged and should be located on internal end units wherever feasible subject to compliance with local utility company regulations.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.



Fig. 3.4.4.3a - Images of Stacked Townhousing (Condominiums)

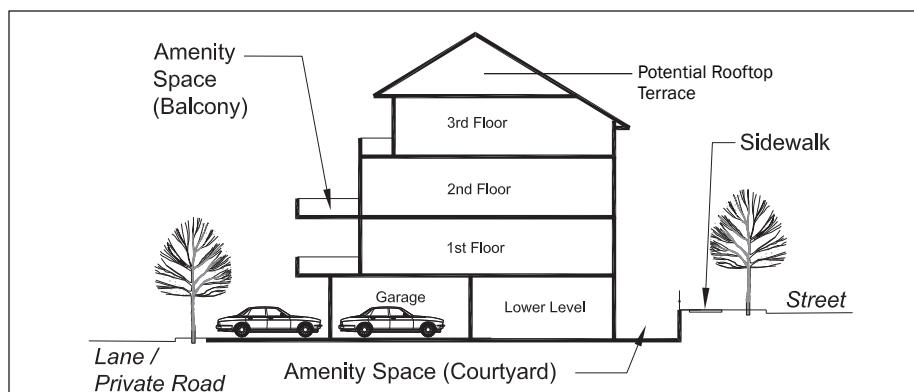


Fig. 3.4.4.3b - Conceptual Cross-Section of Stacked Townhousing (Condominiums)

### 3.4.4.4 BACK-TO-BACK TOWNHOUSES

Back-to-Back Townhousing is typically a 3 storey freehold housing form with front facing garages accessed from a public road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage. Similar to Stacked Townhouses, this is another increasingly popular building type in the Greater Golden Horseshoe area that provides a low-rise, compact built form yielding relatively high densities. Although not presently part of the subdivision application submitted to date, Back-to-Back Townhouses may be proposed for use in the community in either a freehold (on public streets) or condominium (on private roads) format. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG, the following shall apply:

- Private outdoor amenity space is typically provided in the form of a balcony. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted to allow for rooftop terraces.
- Garages shall not project beyond the front wall or porch face of the dwelling.
- Utility meters and air conditioning units shall be screened or discreetly located away from public view.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.



Fig. 3.4.4.4a -Image of Back-to-Back Townhouses (Corner Units)



Fig. 3.4.4.4b -Image of Back-to-Back Townhouses (Interior Units)

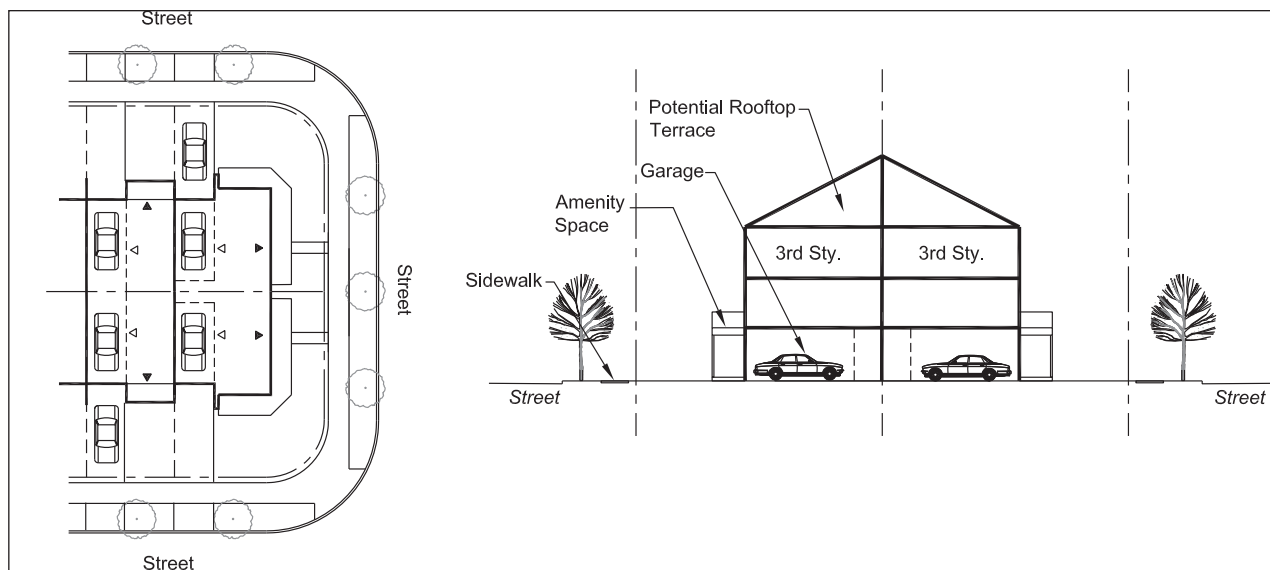


Fig. 3.4.4.4c -Conceptual Plan View and Cross-Section of Back-to-Back Townhouses



#### 3.4.4.5 BACK-TO-BACK/STACKED TOWNHOUSES

Back-to-Back/Stacked Townhousing is a combination of the two previously discussed housing types and encompasses similar design criteria. This housing form may occur in Mixed-Use Nodes areas. In addition to relevant design criteria in the preceding 2 sections “Stacked Townhousing” and “Back-to-Back Townhousing” and as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG, the following shall apply:

- Private outdoor amenity space is typically provided in the form of balconies or potential rooftop terraces.
- Parking areas may occur as surface parking, underground parking, structured parking or within private garages incorporated into the building. Main parking areas should be located away from the street wherever feasible.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.



*Fig. 3.4.4.5a -Conceptual Image of Back-to-Back/Stacked Townhouses with potential rooftop terraces*

### 3.4.4.6 LIVE-WORK TOWNHOUSES

Live-Work Units are comprised of individual units grouped together into a larger architectural form (similar to townhouses), with typically business-oriented space on the ground floor and residential space above. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG and the relevant design criteria stated for “Lane-Based Housing” within these Community Design Guidelines, the following shall apply:

- Building façades should be designed to create a positive and cohesive streetscape appearance. This may be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment and size, and colour.
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner. Backlit signage is discouraged.
- Building form should achieve 3-4 storey building massing.
- Large ground floor “shop” windows shall be provided.
- Large sidewalks should be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture within the boulevard are encouraged in order to enhance the pedestrian experience.
- Lay-by parking shall be provided in front of Live-Work units.
- Main entrances should be ground-related and wheelchair accessible.
- Corner buildings should provide façades which appropriately address both street frontages.
- Garages shall not face the street. Parking areas should be located at the rear or side of the building; where visible to the street they should be given a landscape screening treatment.
- Outdoor amenity areas for Live-Work Townhouses may take the form of a raised terrace, balcony or rear courtyard.
- This form of development will be reviewed by the Control Architect in conjunction with City of Brampton.



Fig. 3.4.4.6a - Design features of Live-Work Townhouses





Fig. 3.4.4.6b - Design features of Live-Work Townhouses

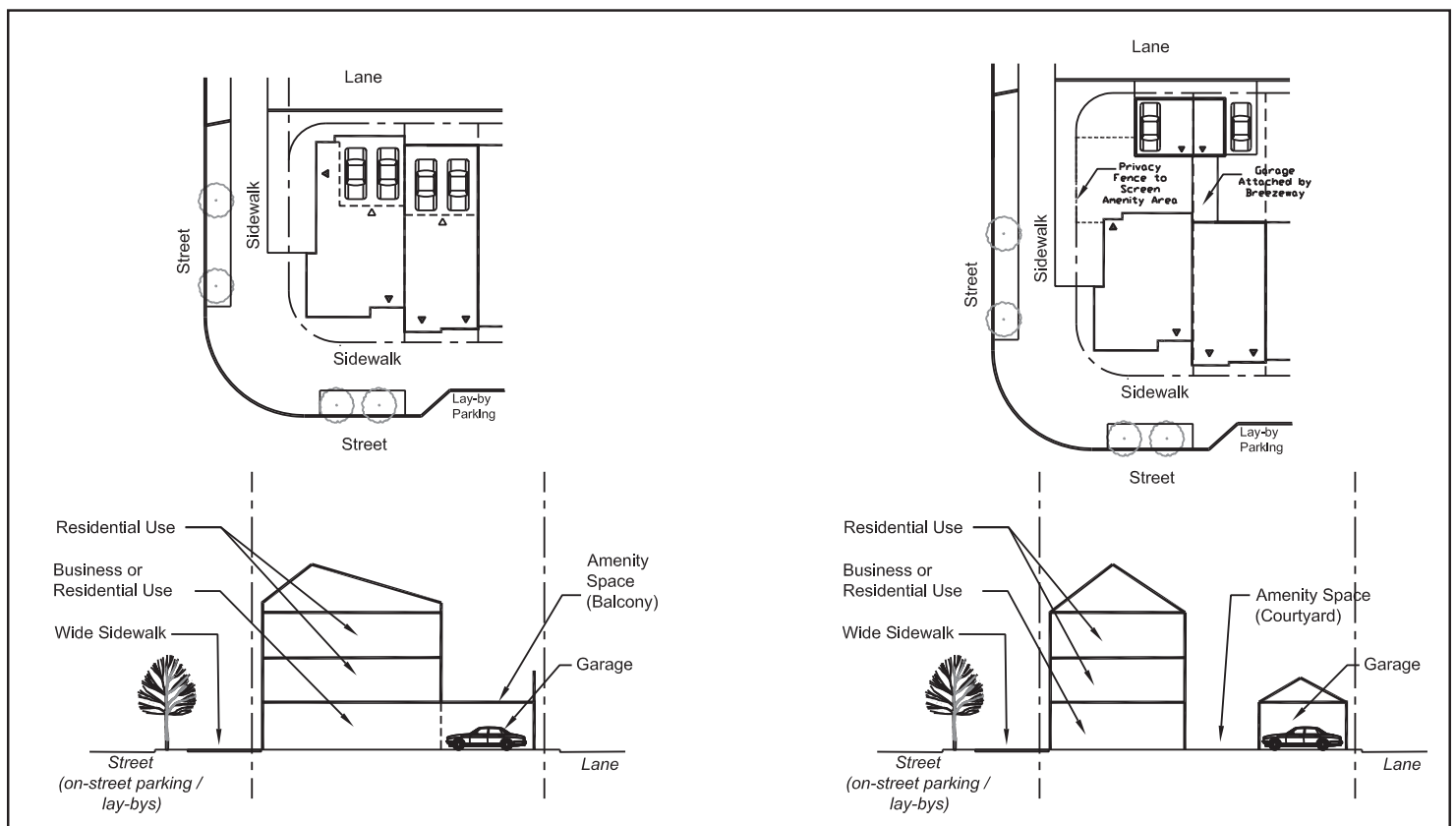


Fig. 3.4.4.6c - Conceptual Plan View and Cross-Section of Live-Work Townhouses

### 3.4.4.7 DWELLINGS FLANKING ONTO THE SPINE ROAD

The Spine Road links together the Mixed-Use Nodes of the community and its character should support a pedestrian environment. In this regard, much of the low/medium residential development which occurs along the Spine Road includes building flankages designed to remove driveways and garages to the greatest extent feasible to limit disruptions to transit flow and to ensure residential building façades are appropriately designed and sited to foster attractive, safe and active streetscapes. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- Built form along the Spine Road will be defined by buildings sited close to the street edge.
- Buildings should be 2 - 3 storeys; bungalow forms are not appropriate along the Spine Road.
- Building façades shall be articulated in a sophisticated manner appropriate to the architectural style of the dwelling;
- High quality materials and coordinated exterior colours will complement the enhanced design of the public realm in this location.
- Garages and driveways shall be oriented away from the Spine Road for all flankage dwellings.
- Building entrances shall face the Spine Road and be connected to the public sidewalk with a walkway. Provision of a wraparound porch, side-facing porch, portico, canopy or recessed entrance will be included in the design of the flankage elevation.
- Ample and balanced fenestration will be provided on flankage elevations of the dwelling.
- Special zoning provisions should be explored to allow the rear portion of the dwelling to extend up to 3 metres into the minimum rear yard. Likewise, the rear portion of the building facing the exterior side yard should be permitted to encroach to within 1.5 metres of the exterior side lot line. These zoning provisions will provide the benefit of:
  - “Pinching” the view corridor into the rear yards from the Spine Road with the help of extending a rear yard bay element (this is an optional design element and not always required).
  - Shortening runs of rear yard privacy fencing between the rear walls of adjacent flankage dwellings.
  - Discouraging privacy fencing to extend beyond the rear corner of the dwelling in front of windows, doors and other architectural features.
  - Providing built form close to the street edge while maintaining adequate setbacks to dwelling entrances.
- Fencing should be in line with the side wall of the dwelling closest to the street and should not extend closer to the street. This will allow for planting between the fence and the sidewalk.
- Coordination of housing types on adjacent flankage lots will be required. In this regard having identical models / elevations adjacent to each other will be permitted.





Fig. 3.4.4.7a - Conceptual Elevation of Dwellings Flanking the Spine Road (without Rear Extension)



Fig. 3.4.4.7b - Conceptual Elevation of Dwellings Flanking the Spine Road (with Rear Extension)

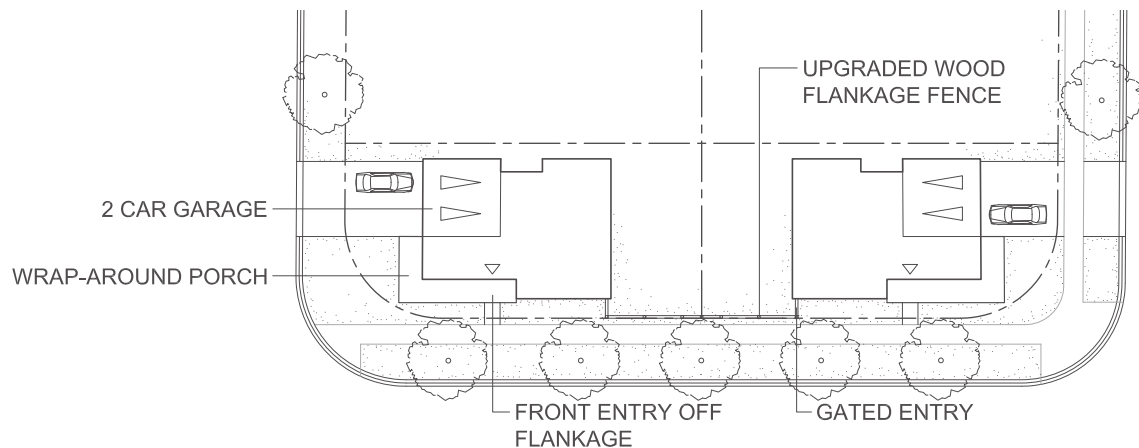


Fig. 3.4.4.7c - Conceptual Plan View of Dwellings Flanking the Spine Road (without Rear Extension)

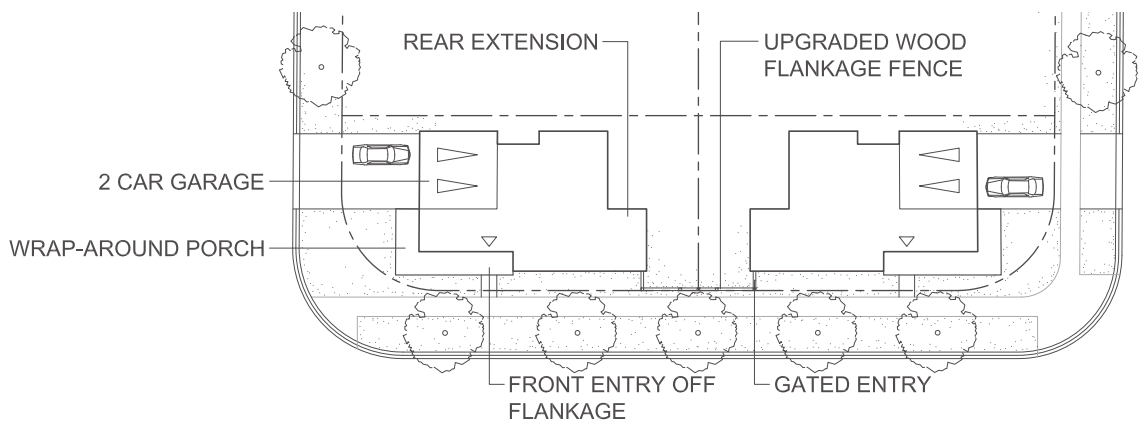
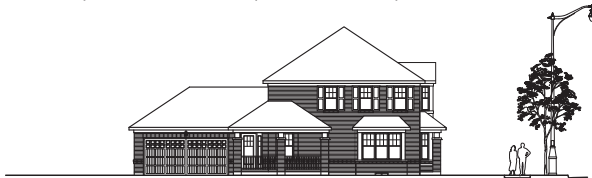
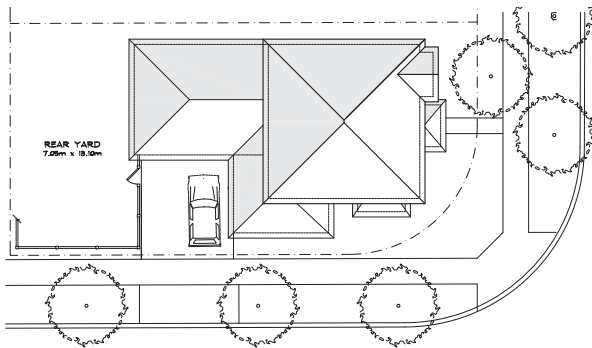


Fig. 3.4.4.7d - Conceptual Plan View of Dwellings Flanking the Spine Road (with Rear Extension)

### 3.4.4.8 DWELLINGS WITH FLANKAGE GARAGES

Innovative dwelling designs which reduce the impact of the garage on important streetscapes within the community are encouraged. One such example is the Flankage Garage. This may be employed for corner lots where it is desirable to locate the garage away from the fronting street. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- Flankage garages may be used for single detached corner dwellings along The Spine Road or other community character area locations where it is important to remove the garage and driveway from an important streetscape.
- These dwellings may have a typical rear yard amenity space enclosed by a privacy fence. Alternatively, a flanking side yard amenity space enclosed by a combination of fencing and landscaping may be provided.
- The use of 2 garages is permitted. A storage area within the garage is also permitted.
- Special zoning provisions will be required to implement flankage garages.

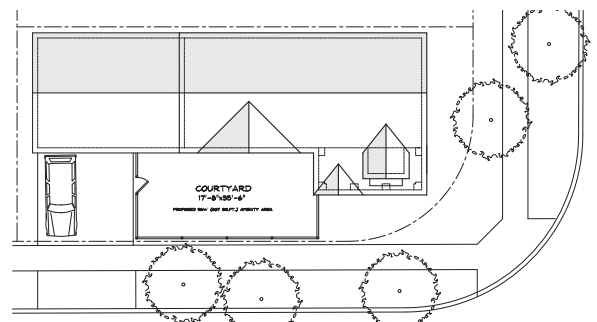


EXTERIOR SIDE ELEVATION



FRONT ELEVATION

Image 3.4.4.8a - Corner Dwelling with Flankage Facing Garage (Rear Yard Amenity Space)



EXTERIOR SIDE ELEVATION



FRONT ELEVATION

Image 3.4.4.8b - Corner Dwelling with Flankage Facing Garage (Side Yard Amenity Space)

### 3.4.4.9 DWELLINGS WITH STAGGERED GARAGES

Another example of an innovative dwelling design is the Staggered Garage. Staggered garages may be used for 38' single detached dwellings on interior lots in order to break up the horizontal aspect of a double car garage by pulling one garage bay significantly forward of the other garage bay. This also has the benefit of visually screening a portion of the car parked in the driveway and pulling the built form closer to the street. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- Staggered garages allow 3 parking spaces on the lot (2 inside the garage and 1 outside the garage on the driveway). Parking will not be permitted between the garage door closest to the street and a public sidewalk.
- Special zoning provisions will be required to implement staggered garages.



Fig 3.4.4.9a - Images of Staggered Garages

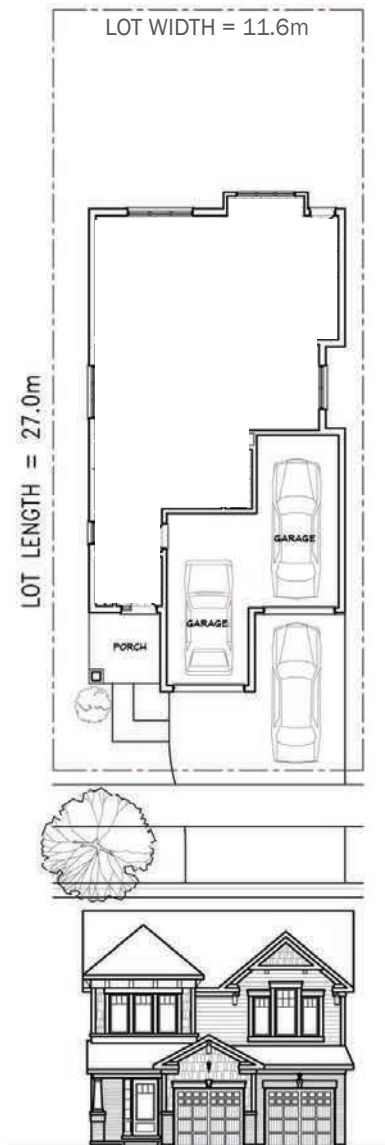


Fig 3.4.4.9b - Plan View and Elevation of Staggered Garage

#### 3.4.4.10 MID-RISE APARTMENTS

Mid-Rise Apartment Buildings (up to 6 storeys) may occur within the community. This higher density residential form is appropriate in establishing an active urban character through emphasized building height and massing where intensity of use is desirable, such as locations close to transit, commercial uses, mixed use nodes, community uses, along the Spine Road and along arterial roads. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply:

The following guidelines are applicable:

- Building heights for Mid-Rise Apartment Buildings may range up to 6 storeys. Final height and number of units will be subject to review and approval by the City. Determination of building height should minimize impact upon surrounding developments. Ground level floor heights should be taller than upper floor heights to create a strong street presence and provide opportunities for flexible commercial space.
- The design of the building(s) and the site should consider overall form and rhythm of building elements to create a consistent and attractive building street façade that reinforces a human scale environment at street level.
- The building should be located to relate well to the adjacent roadway and open space areas. Front façades should be parallel to the street. Building forms should consider scenic amenities, view corridors and adjacent open space areas in their design and site planning.
- Building set-backs should be minimized to maintain a strong relationship with the street while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities. Where building sites are adjacent to ground-related residential uses increased setbacks, in consideration of an appropriate interface, shall be employed.
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing. All façades exposed to public view shall be highly articulated and detailed. Variety of building designs should be provided.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Main entrances should be designed as a focal point of the building. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances should also be ground-related and wheelchair accessible.
- The provision of courtyards and plazas at ground level are encouraged to generate street level activity.
- Residential apartments are encouraged to include covered private open space (i.e. balconies/ terraces) where feasible to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building.
- A variety of harmonious building materials and colours should combine to create an attractive, cohesive façade treatment, consistent with the architectural theme for the Mixed-Use Node. The use local and environmentally responsible building materials, such as masonry, will be encouraged. Mirrored glass buildings are discouraged. Building materials and colours will be approved at the Site Plan Approval stage.
- Building materials and detailing should be used to establish a base, middle and upper portion for the building. This is of particular importance for taller buildings in order to visually break down its vertical massing.
  - The base portion should reinforce a human scale environment at street level.
  - The middle portion should contain the largest mass of the building and should reflect the architectural character of the community.
  - The upper portion should be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward. Where flat-roofed buildings are contemplated, a cornice should be provided.



- Parking shall be provided in a non-obtrusive manner. Underground parking is preferred where feasible. Surface parking areas shall be screened from street view through the use of landscaping (including features such as metal fencing with masonry pillars) or building location to provide appropriate screening.
- Garbage facilities shall be incorporated into the overall design of the building and hidden from high profile areas.
- Mechanical equipment shall be screened from public view and integrated into the design of the building.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.



Fig. 3.4.4.10a - Visual interest shall occur through use of materials, colours, fenestration, wall articulation and architectural detailing



Fig. 3.4.4.10b - Corner buildings provide façades which appropriately addresses both street frontages



Upper Portion  
emphasized  
through roof  
form and cornice

Middle Portion  
reflects the  
character of the  
community

Base Portion  
reinforces a  
pedestrian scale

Fig. 3.4.4.10c - Built Form Characteristics of Mid-Rise Buildings



### 3.4.4.11 COMMERCIAL BUILDINGS

Commercial sites are located throughout the community, typically along the peripheral edges, where access and visibility from the major arterial roads will contribute to their economic viability and contribute to a strong sense of community identity. Commercial blocks should not be developed in isolation of the surrounding neighbourhood and context. They should be valuable community building amenities that support the transit-oriented development model. Commercial developments and buildings should be designed to help create a comfortable and attractive pedestrian-scale shopping environment. The design of successful and attractive commercial developments hold in common several characteristics, including: buildings in close proximity to the street edge; well-articulated street façades which provide visual interest to pedestrians; the appearance of secondary building entrances and display windows that are directly adjacent to the street; parking areas that do not dominate street frontages; a pedestrian supportive building scale; and signage that is incorporated into the building and/or landscape design. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply for Commercial Buildings within the community:

- Where appropriate, strive to create mixed-use opportunities (retail, office, service) that will draw from a more varied group of users at different times of the day within the neighbourhood or beyond.
- Buildings should have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define and relate to the adjacent street frontages and sidewalks.
- Prominent building massing and architectural design should be provided at the street edges. Articulated façades should be provided to generate visual interest.
- Main entrances should be grade-related, face the street/sidewalk wherever feasible and be given design emphasis. Barrier-free access should be provided to the ground level of all buildings and to public destinations within each development site.



*Fig. 3.4.4.11a - Larger commercial sites should be organized into a pattern of private streets and blocks defined by buildings and/or landscaped areas. Continuity of architectural character within large sites is recommended.*

- Corner buildings should be sited close to the intersection and address both street frontages in a consistent manner. Building designs for corner locations and view termini should appropriately reinforce their landmark status in the streetscape.
- At gateway locations along Creditview Road, Mayfield Road and McLaughlan Road, the use of minimum 2-storey building massing or other similar architectural design elements to provide accentuated height, will be required within commercial blocks to provide suitable massing at these focal locations. This may include false upper storeys, parapets, dormered roof forms or other measures to visually heighten the building massing.
- The design of the buildings and landscape, should achieve a specific theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level. This is to avoid the typical, generic box commercial plaza that has no relationship to the place or neighbourhood context.
- Glazed areas should be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use.
- Outdoor patios should be considered in the design of the building where appropriate to its commercial use.
- Surface parking areas should be located to the side or rear of the building(s) to ensure a strong built edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements. Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways. Landscaped medians should terminate parking aisles in key areas.
- Allow for vehicular access from adjacent major streets to accommodate patrons who are otherwise bypassing Mount Pleasant. This will minimize the use of local streets for vehicular access to the commercial blocks, which may compromise walkable connections to these amenities.
- Pedestrian routes should be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments. Sidewalk depths should be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- Sidewalks, parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties. A themed approach to site lighting should be employed.
- Building frontages should ideally occupy approximately 50% of the street frontage and extend in front of parking areas, where practical.
- Buildings shall be sited close to the street and be able to be accessed from the sidewalk adjacent to the street.
- For multi-building sites, larger anchor building(s) should be located further away from the street with smaller edge buildings defining the street edge. Larger commercial sites should be organized into a pattern of private streets and blocks defined by buildings and/or landscaped areas. Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation (where applicable). Conflicts between pedestrian routes and vehicular routes shall be avoided. Continuity of architectural character within large sites is recommended.
- The Neighbourhood Commercial site at the southeast intersection of Chinguacousy and Clockwork Drive contains a significant cultural heritage resource (11687 Chinguacousy Road - a mid-19th century 2-storey stone farmhouse) that is intended to be repurposed as a component of the commercial block. The architectural vision for this site should preserve and enhance the built form character of the heritage resource by using modern adaptations of heritage-inspired influences that will provide visual continuity with the character of the farmhouse. The design of the site should sensitively integrate the heritage building in a visually prominent location; new buildings should be sited in a manner that will maintain clear sightlines from the street to the heritage building. New commercial built form in proximity to the heritage resource should be designed using architecture, massing and materials that is sympathetic and complementary to the character of the resource. Likewise, where additions or alterations to the heritage resource



are required as a component of its adaptive reuse, the architecture, massing and materials utilized shall also be sympathetic and complementary.

- A consistent and compatible approach to signage should be provided throughout the commercial site as a means to establish a coordinated image. Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit; cut-out signage is preferred.
- Provision of upgraded site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views. Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes shall run internally for all commercial buildings.
- Noise attenuation measures shall be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings/structures to reinforce the image of the community.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.



*Fig. 3.4.4.11b - Heightened building massing at intersections helps define gateway locations*



*Fig. 3.4.4.11c - Loading/service areas should be screened from public view*



*Fig. 3.4.4.11d - Outdoor patios can assist in creating a vibrant pedestrian-friendly environment*





#### 3.4.4.12 PLACE OF WORSHIP

A new Place of Worship site is located on Mayfield Road and should be designed to serve as a landmark building within this community gateway location. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply:

- The place of worship building should be located prominently on its corner site close to the intersection in a manner which appropriately addresses both street frontages. A strong built form relationship to the surrounding streets should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks.
- The design and siting of the building should establish distinctive focal features, such as a tall spire and main entry oriented to public view. The architectural style and material choices should be of a consistent quality on all elevations and should have a traditional character, appropriate to its religious organization.
- Surface parking areas should be located to the side or rear of the building(s). Where visible from the street, they shall be screened through the use of edge landscaping and/or architectural elements. Where parking is located along the street line a 3.0 metre wide landscape buffer should be provided. The landscape buffer should be continuously planted with shrubs and include a row of canopy trees that are coordinated with the street trees within the boulevard.
- Vehicular access points to the site should be minimized and shall be located to provide safe, visible access and egress. On-site vehicular access routes should avoid conflicts with pedestrian routes and entrances to the building.
- Service areas and roof top mechanical equipment shall be screened from public view.
- Lighting should be directed inward and downward to lessen its impact on neighbouring residential uses.
- Outdoor storage of garbage will not be permitted.
- Places of worship shall be well landscaped and have pedestrian walkways to the sidewalk along the street and to parking areas.
- The corner location of the site presents an opportunity to create a pedestrian plaza that may be combined with the landscape elements that form part of the gateway. A pedestrian plaza may be enhanced by the use of decorative paving, site furniture and lighting and should be coordinated with entrance(s) to the building.
- Along with any gateway feature, perimeter fencing along the street edge should be of a type consistent with the architectural theme of the neighbourhood.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.



*Fig. 3.4.4.12a - Conceptual image of Place of Worship Building*

### 3.4.4.13 SCHOOLS

Block 51-2 contains 5 potential school sites. These buildings will act as landmarks within the community and will help to define the character of the individual neighbourhoods. School sites within the community have been strategically located based on several factors including: 1) locations which promote maximum accessibility by pedestrians, cyclists and motorists; 2) locations which provide maximum visibility from adjacent areas such as the intersections of major roads; and 3) locations which provide linkages with the open space system through pairing with neighbourhood parks. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply:

- School buildings should address and define the street by generally being located close to the streetline and/or intersection in the case of corner sites.
- Where open expanses abut street edges (school yards, sport fields), it is important to anchor corners opposite the school building with gateway features, maintenance buildings or other features that will create a sense of enclosure for the site.
- Within node areas, built form should be oriented to the core area to strengthen the notion of a mixed-use area with a diversity of architectural forms.
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks.
- Each school should develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the community.
- Prominent building features which help to reinforce their landmark status should be employed.
- Along with any gateway feature, perimeter fencing along the street edge should be of a type consistent with the architectural theme of the neighbourhood.
- 2-3 storey building massing should be provided.
- Main entrances should be directly visible from the street and be given design emphasis to serve as a focal feature.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school should typically be limited to drop off zones.
- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting for school buildings should be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture. Where ground level signage is used it should be designed to incorporate planting beds.
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.

- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.



Fig. 3.4.4.13a - Conceptual image of School Building

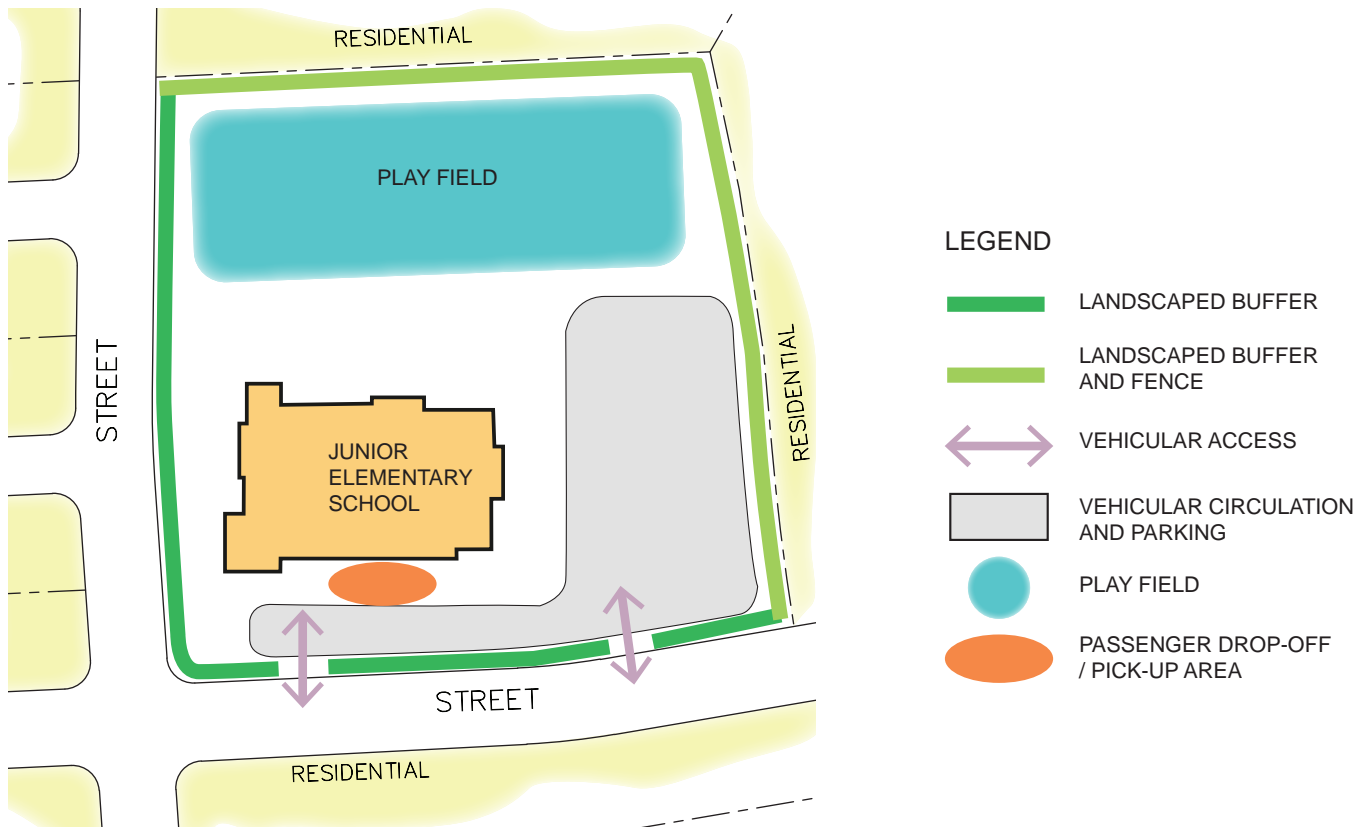


Fig. 3.4.4.13b - Conceptual Site Plan illustrating broad design principles for School sites

### 3.4.5 Priority Lots

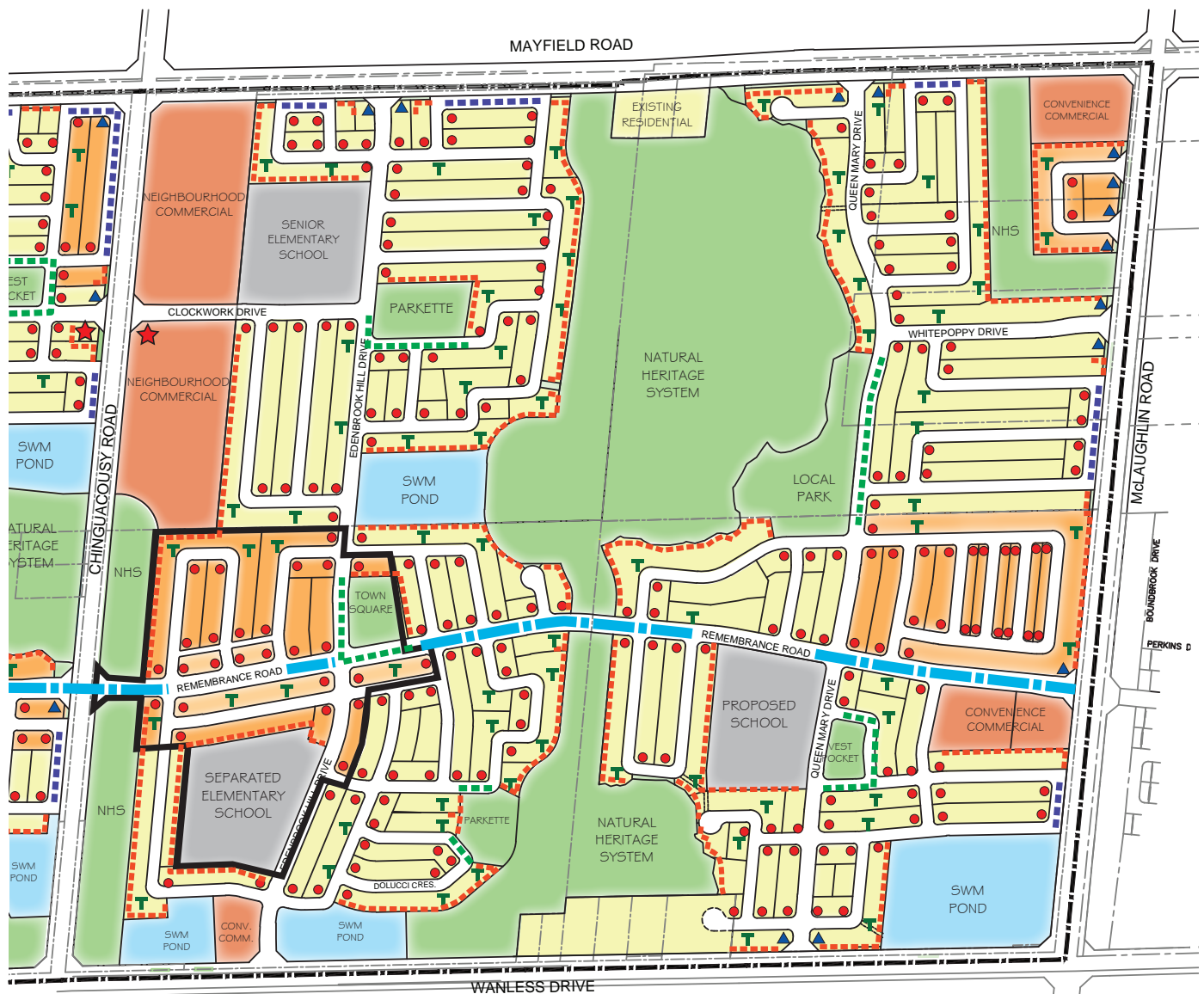
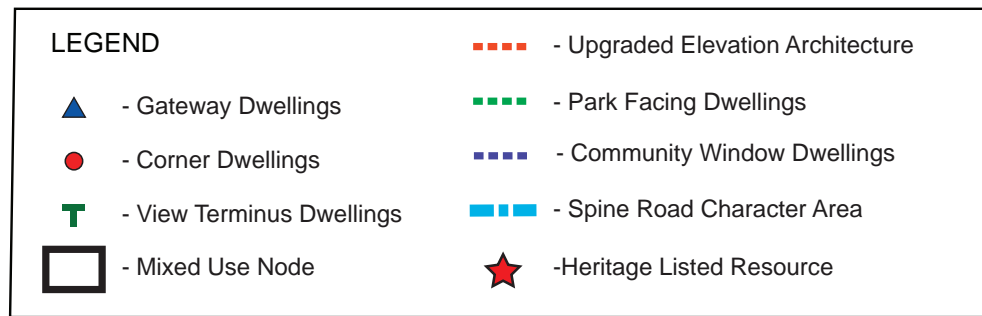
Priority Lots are those which are located prominently within the community. Their visual significance within the streetscape demand that the siting, architecture and landscaping of buildings on these lots be of an exemplary quality to act as landmarks within the community. Buildings in prominent locations within the community have a higher degree of public visibility and will require special design consideration to ensure attractive built form, appropriately designed to suit its location, is achieved. The vision for the community should be reflected in the siting and design of built form on priority lots, such as buildings located at gateways, corner lots or adjacent to public open space. Refer to Architectural Control Guidelines for Ground Related Residential Developments : Section 5.0 - Priority Lot Dwellings for further design criteria.

A Priority Lot Plan is provided to illustrate these locations. Updated and detailed Priority Lot Plans will be prepared by the Control Architect and filed with each draft plan.



Fig. 3.4.5a - Priority Lot Plan - West Portion (Refer to following page for East Portion and Legend)





Note:  
Where dwellings back onto heavily wooded or other areas of limited public visibility, the level of rear elevation upgrading may be reduced. This shall be determined by the Control Architect in conjunction with City staff through a site visit prior to laying of base road asphalt.



Fig. 3.4.5b - Priority Lot Plan - East Portion (Refer to preceding page for West Portion)

### 3.4.5.1 DWELLINGS WITHIN SPINE ROAD CHARACTER AREA

Dwellings within the Spine Road Character Area shall have a higher standard of architectural design criteria which reflects the urban, transit and pedestrian-oriented nature of this important community road. In addition to design criteria set out in Section 3.4.4.7 of these CDG “Dwellings Flanking onto the Spine Road” and Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- A variety of dwelling types and siting conditions may occur, including, single detached, semi-detached and townhouse dwellings.
- 2-3 storey building massing should be provided; bungalows are not permitted.
- Building setbacks should be minimized.
- Within Mixed-Use Nodes driveways and garages will not be permitted facing the Spine Road. Outside of the nodes, driveways and garages directly fronting the Spine Road should be minimized to the greatest extent feasible. In this regard the majority of dwellings will have flankages interfacing with the Spine Road. Refer to Section 3.4.4.7 “Dwellings Flanking onto the Spine Road” for additional design criteria.
- Where garages face the Spine Road, they should be flush with or recessed behind the main front wall or porch face of the dwelling. The Control Architect will review and comment for general coordination with the CDGs.
- Building elevations facing the Spine Road shall be highly articulated, contain ample fenestration and employ quality building materials.



Fig. 3.4.5.1a - Conceptual Image of Spine Road Dwellings (In Node Areas)



Fig. 3.4.5.1b - Conceptual Image of Dwellings with Garages Facing Spine Road (Outside of Node Areas)



Fig. 3.4.5.1c - Conceptual Images of Dwellings Flanking Spine Road (Outside of Node Areas)

### 3.4.6 CULTURAL HERITAGE RESOURCES

Within the Alloa Green Community (51-2) cultural heritage resources which are to be protected include 11687 Chinguacousy Rd, 11690 Chinguacousy Rd, and 11285 Creditview Rd. These buildings provide an important link between the past and the present, act as focal points within the community and assist in establishing a 'sense of place' within the community. New buildings that are adjacent to cultural heritage resources will be considered Priority Lots. New dwellings shall have elevation upgrades where facing an existing building or heritage building as described in Section 3.4.5.

- The design of all development that incorporates or is adjacent to a heritage resource will be respectful of and subservient to the resource. It must be sensitive to the heritage resource by having appropriate regard for scale, massing, orientation, setbacks, building material, and design themes and features.
- Sufficient site area should be provided around heritage buildings to ensure that the general character of the landscape features surrounding the building are maintained;
- The street and block pattern should be appropriately designed to accommodate the buildings and reinforce their visual prominence and focal role within the community;
- All development should be sited to preserve mature vegetation and other significant landscape features.
- Where it has been determined that a heritage resource may not feasibly remain in its existing location, the resource(s) should be relocated to a suitable location within the immediate community in consultation with the City staff and Brampton Heritage Board;
- The location and siting of re-located heritage resources should support their prominence and historical role within the community;
- Any heritage interpretive signage should be sensitively integrated into the development and erected in highly visible locations that are easily accessible by the public.

# 4 IMPLEMENTATION

## 4.1 Process

The Mount Pleasant Block Plan 51-2 Community Design Guidelines provide the overall design direction for development of both the private and public realms within the community. The private realm (Built Form) will be implemented through an architectural design review and approval process. The public realm (Landscape Design) will be implemented through a detailed landscape design submission and approval process.

### 4.1.1 Architectural Design Review and Approval Process

Ground-related residential development for all “Standard Architectural Areas” within Mount Pleasant Block Plan 51-2 is subject to the provisions of “Architectural Control Guidelines for Ground Related Residential Development (ACGGRD), Chapter 7 of the Development Design Guidelines, added through Council approval on August 6, 2008 and associated fees, as per By-Law 110-2010. As the DDG’s may evolve and become updated, developers and their consultants shall verify with Development Services Division staff for the latest version of the approved document in force.

Refer to Section 7.0 of the ACGGRD for further design guidelines for “Design Review and Approval Process”.

In addition to these architectural control review process requirements, all housing proposed for “Non-Standard Built Form Types” and “Special Character Areas” within the community will be reviewed by the Control Architect in conjunction with City Development Services Division staff.

A Site Plan Control Process is required for all non-residential uses. The Control Architect will review and comment for general coordination with the CDG’s.

### 4.1.2 Role of the Control Architect

The Control Architect will review Builder’s submissions in a fair and timely manner to ensure they are appropriate and in general compliance with the Mount Pleasant Block Plan 51-2 Community Design Guidelines. To ensure the City plays a greater role in overseeing the architectural control process, regular meetings between the Control Architect and the City will occur together with regular progress reports to Brampton Planning and Infrastructure Services staff. This is particularly important for “Non-Standard Built Form Types” and “Special Character Areas” within the community where both the image and character of the City and the design expectations of the community are at stake.

Prior to any sales occurring, the Control Architect and City will arrange a meeting with the Developers, Builders, Site Superintendents and Sales staff to ensure all stakeholders are familiar with the expectations for housing design and construction quality. The Control Architect will conduct periodic site visits to report on any non-compliance with these Guidelines.

### 4.1.3 Detailed Landscape Drawings

- Detailed landscape drawings shall be based on the approved CDG.

### 4.1.4 Monitoring for Compliance

Developer shall employ a Control Landscape Architect to conduct drive-by site inspections to monitor that development is in keeping with these Design Guidelines and the approved Plans. Any visible deficiencies or deviations in construction from the approved plans and drawings will be reported and noted for immediate rectification.



#### 4.1.5 Additional Notes on the Block Plan

In addition to the following, it should be noted that implementation of some comments provided during the Block Plan review process will be required through the review of each Draft Plan of Subdivision submission.

1. Note 1 of the approved Block Plan dated June 28, 2013 indicates that the land uses, features and community infrastructure on the approved block plan may be revised through the final approval of future development applications. In this respect, if appropriate and subject to further internal discussions, the block plan could be revised through the filing of future subdivision applications on the non-participatory landowners' holdings.
2. Landowners located in Area 51-2 who submit a draft plan of subdivision for their lands, will develop their lands in accordance with the requirements of the approved Mount Pleasant 51-2 Community Design Guidelines, and also based on City comments that may not have been addressed or shown on the approved

## 4.2 Cost Sharing

### 4.2.1 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
<b>A. STREETScape</b>		
• Street trees - 70mm cal., boulevard tree pits and grates, subsurface drainage, irrigation		
• Street trees - 70-80mm cal., sodded boulevard		
• Decorative unit paving along curb and sidewalk		
• Enhanced paved crosswalks		
• Flankage treatment along the Spine Road, including upgraded wood fence and planting		
• Gateway elements / markers - corner features with planting, water service and irrigation, entry median with paving, planting and irrigation as required		
• Street lighting		
• Fencing - wood privacy, wood acoustic, decorative metal		
• Bell Walk-In cabinet planting		
• Street furniture - benches, waste receptacles, bike racks, bollards		
• Community mailbox areas - hard surfacing, topsoil, sod and any planting		
<i>Note: Any enhancements that exceed the City of Brampton's standard service level will be a developer cost.</i>		
<b>B. PARK BLOCKS - LOCAL PARKS, PARKETTES AND VEST POCKETS</b>		
• Rough grading		
• Fine grading, topsoil, sodding and tree planting		
• Walkways, hard surface paving (asphalt / concrete)		
• Drainage system, storm lines		
• Park furniture and lighting		
• Shade structure (Local Park 1)		
• Shade structure (Local Park 2)		
• Shade structure (Parkettes 1 and 2)		
• Shade structure (Parkettes 3 and 4)		
• Playground to standard and approval of the City		
• Alternative play feature (water play), if required by the City		
• Perimeter fence, where required by the City		
• Park entry feature, decorative paving and seating areas at entry		
• Multi-purpose play court / minor skate park		
• Parking lot		
<i>Note: Any enhancements that exceed the City of Brampton's standard service level will be a developer cost.</i>		
<i>Note: The City of Brampton's standard service level for shade structures is 1 for every 2 parks.</i>		

## 4.2.1 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
<b>C. TOWN SQUARES WITHIN MIXED-USE NODES</b>		
• Rough grading		
• Servicing within the park block		
• Water feature, if required by the City		
• Public art element, if required by the City		
• C.I.P. concrete or masonry seatwall, if required by the City		
• C.I.P. concrete planter curbs, if required by the City		
• Decorative paving		
• Tree pits and grates		
• Signage		
• Shade structure (Town Square 1)		
• Shade structure (Town Square 2)		
• Site furniture - benches, waste receptacles, bike racks, bollards, metal grates		
• Lighting		
• Central lawn area		
• Planting - trees, shrubs, perennials and ornamental grasses		
• Irrigation, if required by the City		
• Walkway along residential/park interface, if required by the City		
<i>Note: Any enhancements that exceed the City of Brampton's standard service level will be a developer cost.</i>		
<b>D. VISTA BLOCKS</b>		
• Grading, topsoil, sodding and tree planting		
• Perimeter fencing, where required by the City		
• Trail connections		
• Trailhead enhancements, including site furniture, signage and barriers, if required by City		
<i>Note: Any enhancements that exceed the City of Brampton's standard service level will be a developer cost.</i>		
<b>E. GREEN SYSTEM TRAIL</b>		
• Multi-use trail through Natural Heritage System, surface material to be determined), lighting (if required by the City)		
• Pedestrian trail crossings of NHS, including bridge structure, if required by City		
• Trailhead enhancements, including site furniture, signage and barriers, if required by City		
• Interpretive and way-finding signage		
<i>Note: Any enhancements that exceed the City of Brampton's standard service level</i>		

4.2.1 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
<i>will be a developer cost.</i>		
<b>F. STORMWATER MANAGEMENT FACILITIES</b>		
<ul style="list-style-type: none"><li>Topsoil, seeding, sodding aquatic and woody shrub and tree planting, per City of Brampton standards</li></ul>		
<ul style="list-style-type: none"><li>Planting in excess of City of Brampton standard sizes and densities</li></ul>		
<ul style="list-style-type: none"><li>Pedestrian lookout, site furniture and pathway</li></ul>		
<ul style="list-style-type: none"><li>Pedestrian entrance including low feature wall, signage, planting, architectural element, as required</li></ul>		
<i>Note: Any enhancements that exceed the City of Brampton's standard service level</i>		



## 4.3 Non-Participating Landowners

Applicants that form a part of the Block Plan area that represents non-participating landowners should expect that revisions to the draft plan may be requested by the City of Brampton. In this regard, the applicant should immediately contact the Development Services Division for information.

## 4.4 Areas of Further Study

Based on the background work completed to date and the results of discussions with City of Brampton staff, no significant “Areas of Further Study” related to the CDG’s are required for Mount Pleasant Block 51-2. However, there are two areas of the CDG that are currently under review by City staff. These include the following -

- Approved park programming and function exercise for the hierarchy of parks proposed within Block 51-2.
- A comprehensive approach to the design of the proposed gateway markers. The intended result is an approved ‘family’ of markers that can be applied throughout Mount Pleasant, including Block Plan 51-1 and 51-2, as well as MPV, to serve as a unifying element and branding opportunity for the community.

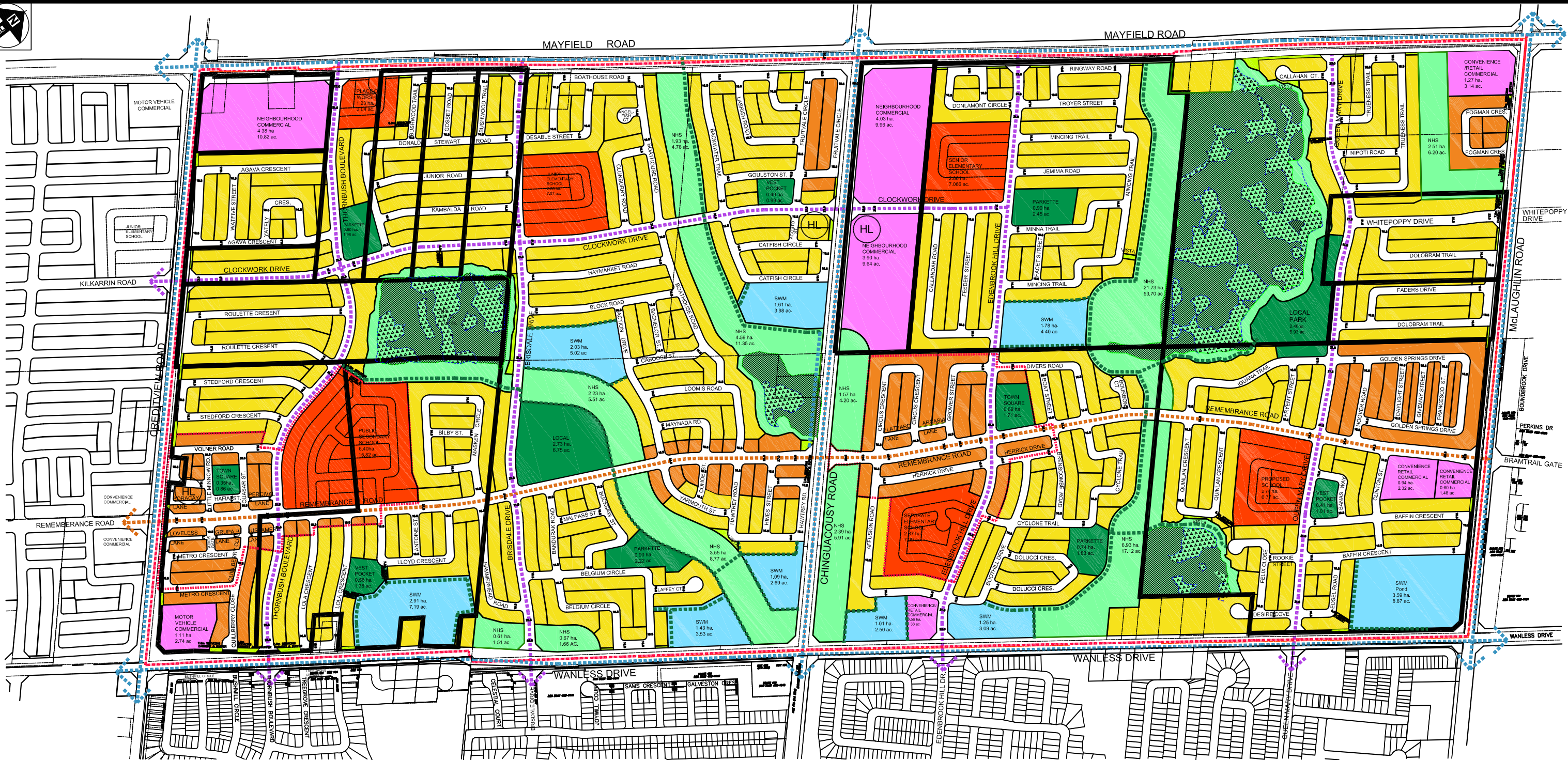
## 4.5 Conclusions

The guidelines, principles and recommendations contained in the Mount Pleasant Block Plan 51-2 Community Design Guidelines will govern the preparation of detailed landscape drawings and the architectural control review process at the subdivision approval stage. The Community Design Guidelines will also provide design guidance for the development of future site plans within the Special Character Areas and other non-residential areas.

## Appendices

- 1 PROPOSED BLOCK PLAN WITH PATHWAY SYSTEM
- 2 PROPOSED PRIORITY LOT PLAN WITH LAND OWNERSHIP LAYER
- 3 SPINE ROAD STREET SECTIONS
- 4 SPINE ROAD STREET SECTIONS





# BLOCK PLAN LAYOUT MOUNT PLEASANT SECONDARY PLAN AREA BLOCK PLAN AREA NO. 51-2

CITY OF BRAMPTON  
Planning, Design Development Department  
FINAL APPROVAL

Dan Kraszewski, MCIP RPP  
"Acting Commissioner"

## LEGEND

- BOUNDARY OF BLOCK PLAN AREA 51-2
- NODE BOUNDARY
- PARTICIPATING PROPERTIES
- LOW / MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- SWM PONDS

- SWM PONDS
- INSTITUTIONAL
- PARKS / VEST POCKETS  
PARKETTES / TOWN SQUARE
- OPEN SPACE/  
BUFFERS
- NATURAL HERITAGE SYSTEM (NHS)
- NHS CHANNELS /  
BUFFERS
- NHS WETLANDS
- NHS WOODLANDS



HERITAGE LISTED  
RESOURCE

- MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK)
- ON-STREET BIKE LANE (CLASS 2)
- POTENTIAL SIGNED BIKE ROUTE (CLASS 3)
- GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES)

### NOTES:

- "THE LAND USES, FEATURES AND COMMUNITY INFRASTRUCTURE SHOWN ON THIS PLAN MAY BE REVISED THROUGH THE FINAL APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS."
- "THE FINAL LOCATION FOR PATHS/BIKELANES/BIKE ROUTES AND GREEN SYSTEM TRAIL WILL BE DETERMINED THROUGH THE APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS. IN ADDITION, THE FINAL LOCATION OF THE GREEN SYSTEM TRAIL WILL BE INCORPORATED INTO THE OVERALL DESIGN AND FINAL APPROVALS OF THE NATURAL HERITAGE SYSTEM."
- "WHERE LANWAYS HAVE A 90° DEFLECTION ADDITIONAL LAND FOR SNOW STORAGE WILL BE PROVIDED BY INTRODUCTION OF EYEBROWS OR OTHER MEASURES."



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MAY 16, 2013

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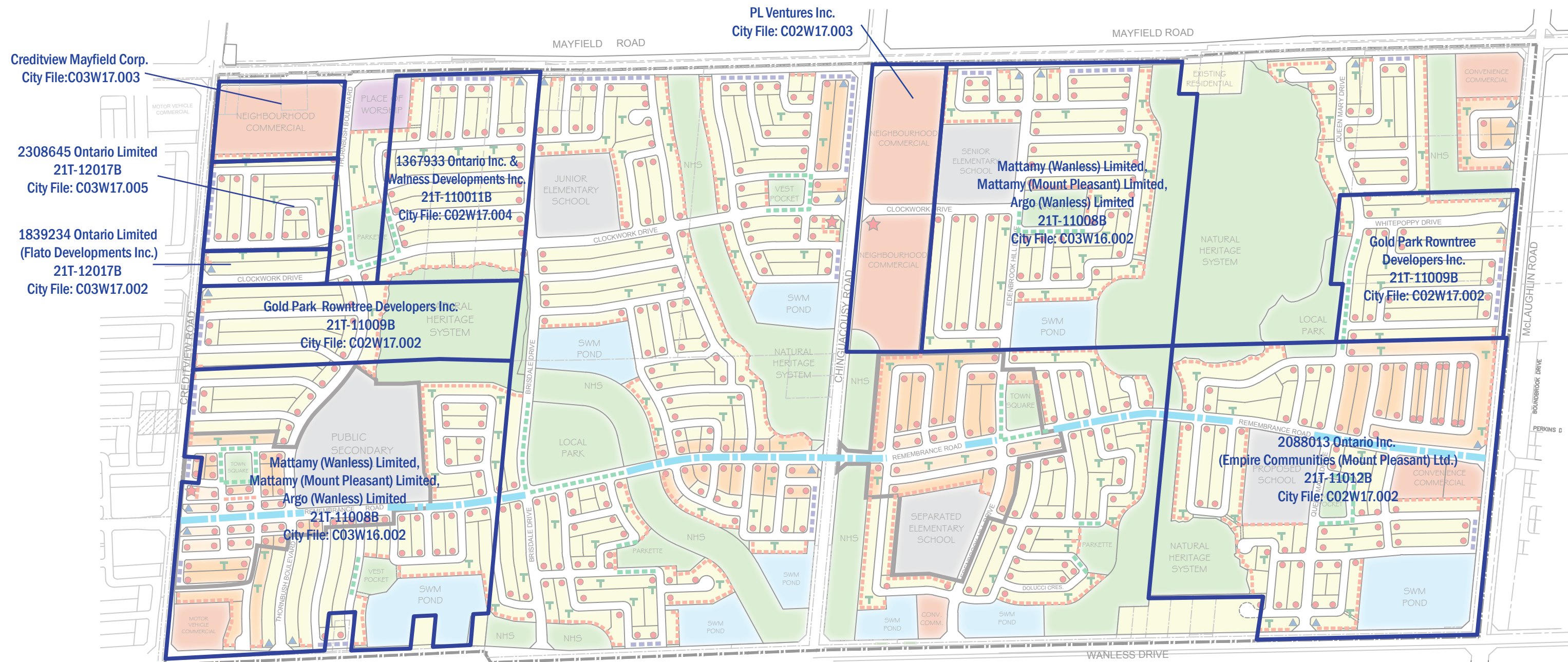
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Creditview Mayfield Corp.  
City File: C03W17.003

2308645 Ontario Limited  
21T-12017B  
City File: C03W17.005

1839234 Ontario Limited  
(Flato Developments Inc.)  
21T-12017B  
City File: C03W17.002

PL Ventures Inc.  
City File: C02W17.003

1367933 Ontario Inc. &  
Walness Developments Inc.  
21T-110011B  
City File: C02W17.004

Gold Park Rowntree Developers Inc.  
21T-11009B  
City File: C02W17.002

Mattamy (Wanless) Limited,  
Mattamy (Mount Pleasant) Limited,  
Argo (Wanless) Limited  
21T-11008B  
City File: C03W16.002

Mattamy (Wanless) Limited,  
Mattamy (Mount Pleasant) Limited,  
Argo (Wanless) Limited  
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City File: C03W16.002

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21T-11009B  
City File: C02W17.002

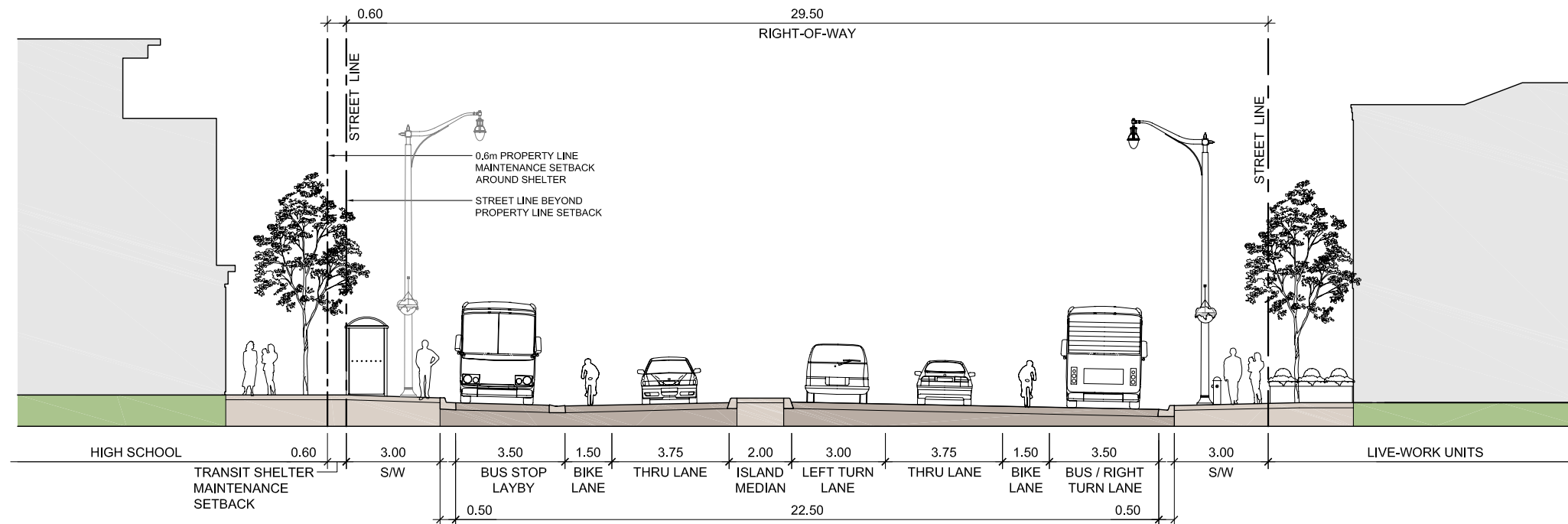
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(Empire Communities (Mount Pleasant) Ltd.)  
21T-11012B  
City File: C02W17.002

LEGEND

- Ownership Boundary Area

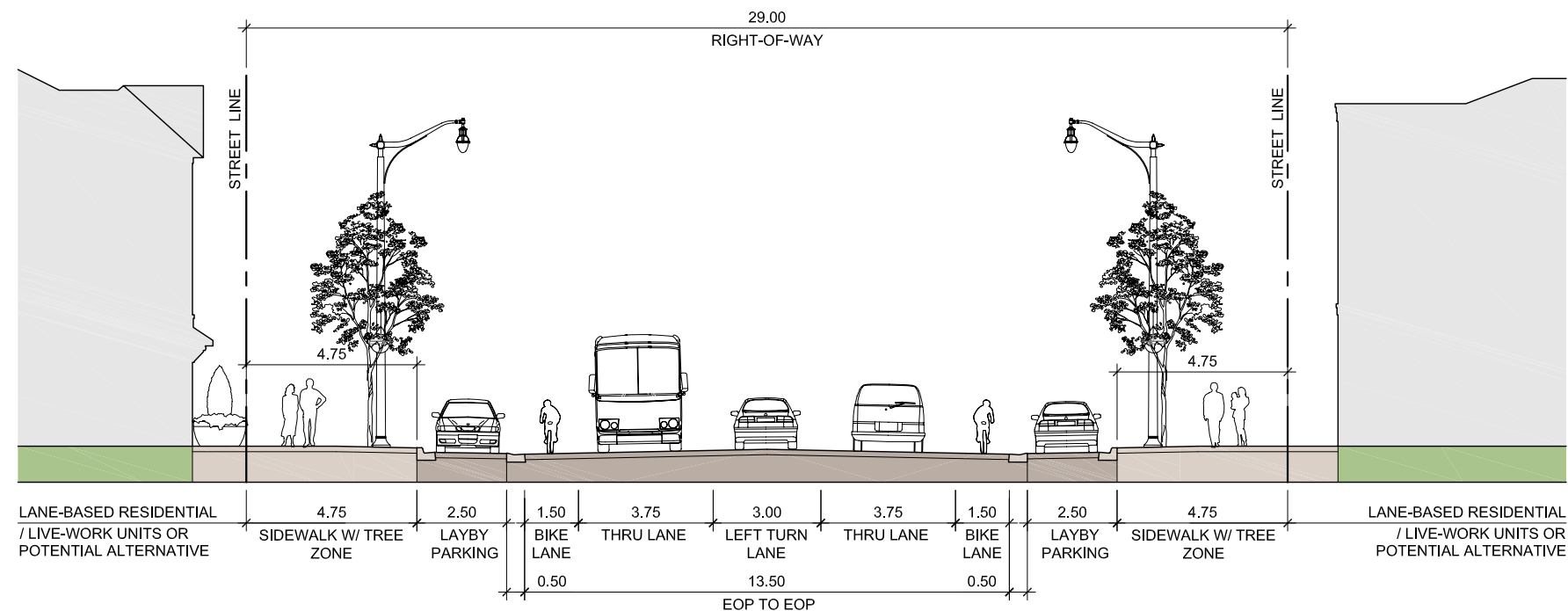




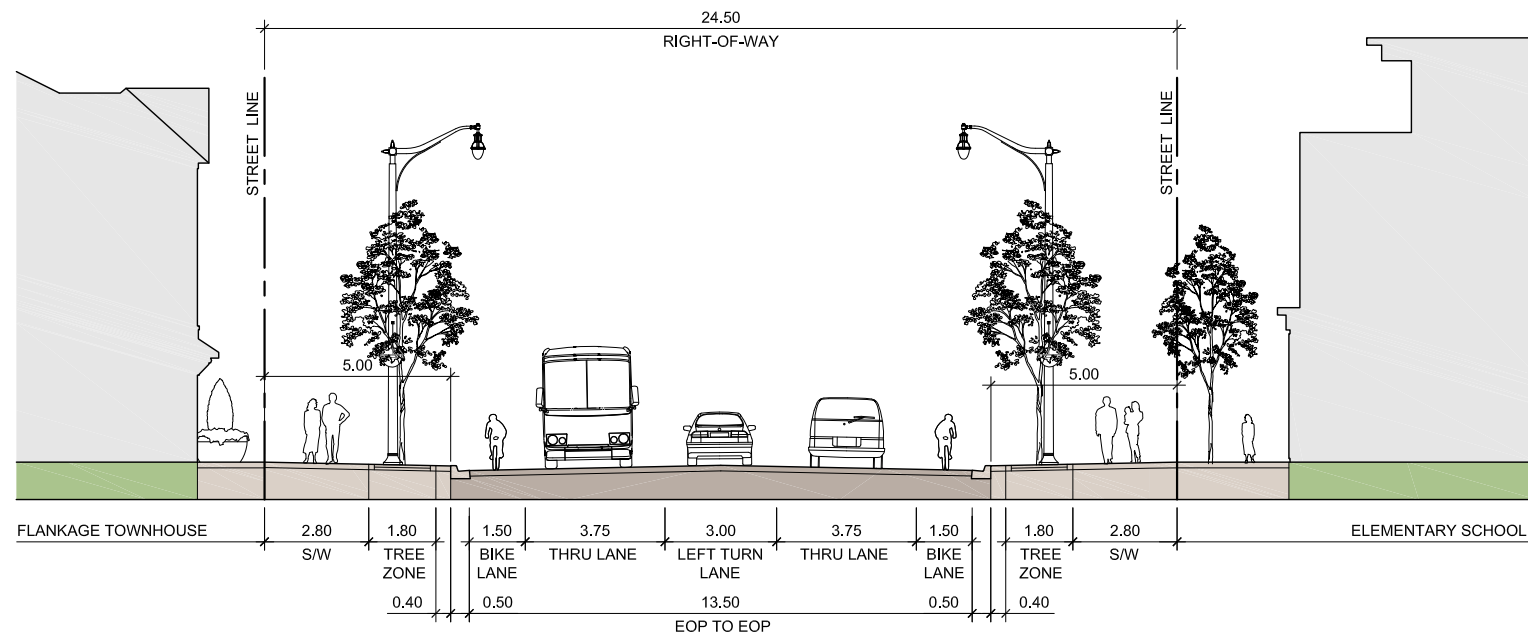


**4.1** - Conceptual typical Spine Road treatment (29.5m R.O.W.) at a major intersection within mixed-use nodes. Reflects an urban streetscape treatment with reduced building setback, hard surface streetscape treatment and bike lanes.

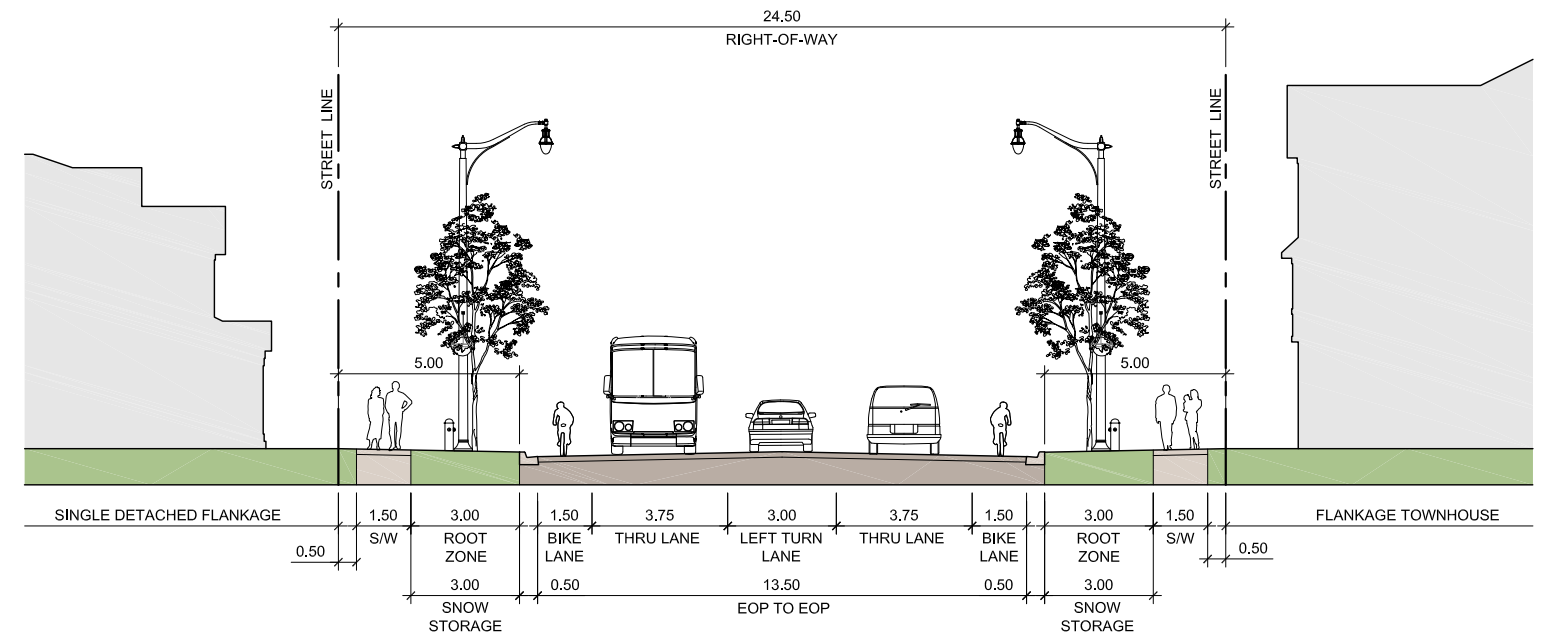
Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.



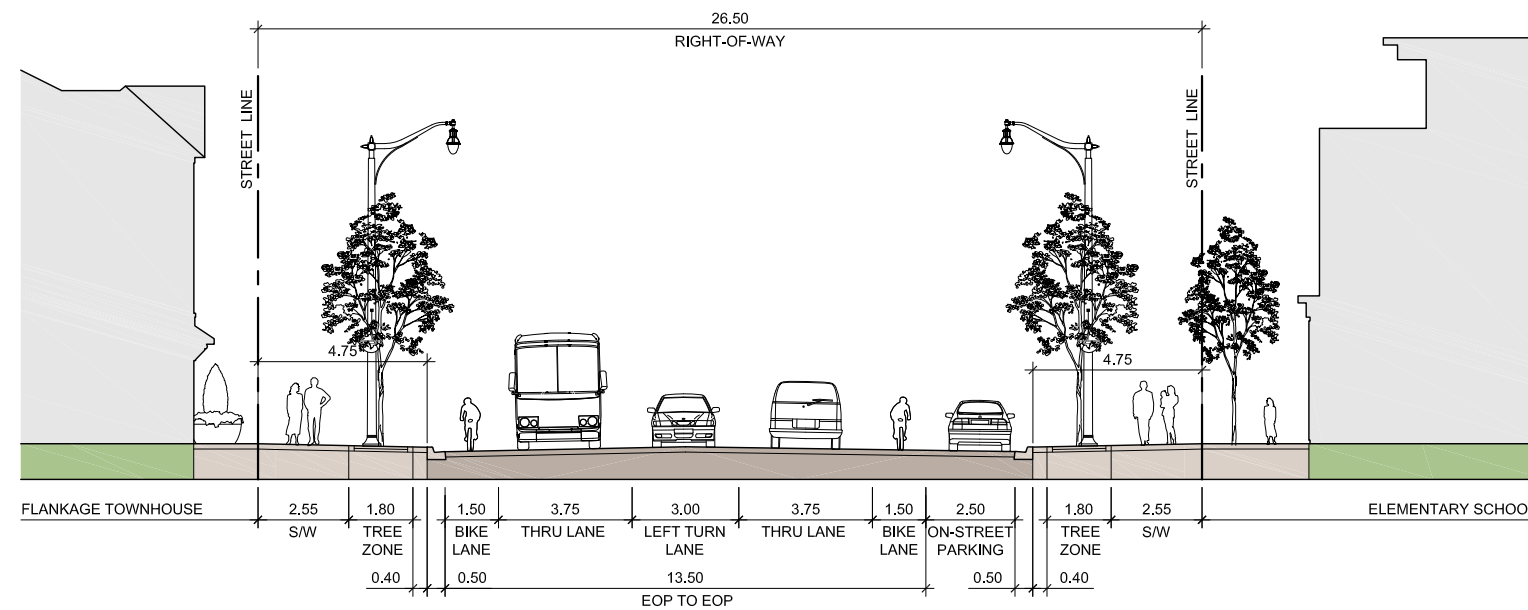
**4.2** - Conceptual typical Spine Road treatment (29.0m R.O.W.) within mixed-use nodes. Reflects an urban streetscape treatment with reduced boulevard width, lay-by parking integrated into boulevard allowance, hard surface streetscape treatment and bike lanes.



**5.1** - Conceptual typical Spine Road treatment (24.5m R.O.W.) within mixed-use nodes with hard urban streetscape treatment and bike lanes.



**5.2** - Conceptual typical Spine Road treatment (24.5m R.O.W.) between mixed-use nodes with street trees in grass boulevards and bike lanes.



**5.3** - Conceptual typical Spine Road treatment (26.5m R.O.W.) within mixed-use nodes with hard urban streetscape treatment, bike lanes and dedicated on-street parking on one side.

Final road design treatments will be subject to the approval of the Park Planning & Development and the Transportation Planning Sections.